

MASTER PLAN

TOWN OF RANDOLPH



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Randolph, Town of

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**A MASTER PLAN
FOR THE
TOWN OF RANDOLPH
MASSACHUSETTS**

for the
RANDOLPH PLANNING BOARD
LEO T. O'NEILL, CHAIRMAN
MARNOLD TAGRIN, CLERK
MICHAEL DIAUTO, MEMBER
ROBERT HOWE, MEMBER
ROGER NILES, MEMBER
and the
MASSACHUSETTS DEPARTMENT OF COMMERCE

Prepared By
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BOSTON

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DECEMBER 1959



Town of Randolph
OFFICE OF
PLANNING BOARD
RANDOLPH, MASS.

To the Residents of Randolph:

We are pleased to submit the following Master Plan and Survey as completed by the firm of Shurcliff and Merrill, Planning Consultants. We wish to state that our Board agrees in principle with the contents of the report. We realize that there are controversial recommendations contained therein and wish to clarify our position by stating that it should only be used as a guide for the future.

It is the intention of the Board to have the planning consultants review their survey annually and publish any additions or changes in the Annual Town Report.

We are very grateful to the Town Officers and to many of the townspeople for their help and cooperation in providing us with the information needed to complete the survey.

RANDOLPH PLANNING BOARD

Leo P. O'Neill
Leo O'Neill, Chairman

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Marnold Tagrin, Clerk

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Michael Diauto, Member

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Robert Howe, Member

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Roger Niles, Member

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PLANNING FOR RANDOLPH

GENERAL

Rapid growth during the last few years has put Randolph into the category of a large suburban community. Yet many residents erroneously continue to regard it as the same old small town. Others believe, also erroneously, that it is nearly fully developed and that growth will soon stop. This air of complacency has resulted in a considerable lag in modernizing the Town's ordinances (controlling subdivisions) and a lag in the increase in municipal services with resulting poor streets, double sessions in schools, water shortage, etc.

The fact is that Randolph is only about one half developed and is under tremendous pressure for continued rapid growth. Unless action is taken soon to control future growth by more rigid controls and to program financial expenditures, the Town will inevitably be burdened with a tax rate even higher than the Financial Program at the end of this report indicates. Unfortunately, delayed action will only increase the expense of necessities when they are finally obtained.

PURPOSE

This Master Plan is a comprehensive long-term general plan for the development of Randolph during the next twenty-five years. Its primary purpose is that of unifying the desires and actions of all the residents and public agencies interested in the Town in an organized program for development. The Planning Board and its consultants have striven to prepare a course of action that is best for the Town. The Master Plan is based on today's facts and trends and may require alteration as future changes in trends occur. Thus it is a detailed plan for the immediate future and a general guide for long-range development.

METHOD

It is generally agreed that good planning must be based on the available facts. Therefore the process of planning for the Town of Randolph was conducted in a series of four logical steps.

1. **Survey** - Facts were collected on past and present physical and economic conditions. This involved study and analysis of maps and aerial photographs, federal, state and local census statistics, and past Town records. There were numerous interviews with town, county and state officials, with many citizens, and there was also personal inspection of the entire Town. On the basis of the facts gathered, current trends were established.
2. **Estimate of Future Needs** - The future needs for Randolph were predicated on conservative expected trends. They include estimated requirements for housing, traffic, public service facilities, schools, recreation and shopping as Randolph continues to grow. The possibilities of attracting industry into the Town were also carefully explored.
3. **Master Plan and Report** - The Master Plan based on these estimated trends, was carefully thought out to provide for all foreseeable Town needs during the next twenty-five years. It should be considered as a general guide upon which future plans of action can be based. A report accompanies the Plan to explain specific points and the reasoning involved. This Plan has no legal standing and does not bind the townspeople in future years should forces or trends vary from the expected. Should such occur the Plan may be easily altered and brought up to date.
4. **Financial Programming** - On the basis of the Master Plan and Report, the costs of those projects probably to be undertaken in the next six or eight years were individually estimated and a continuity schedule was prepared for each of the next six years.

Through the cooperation of the responsible Town officials the probable expense of operating the various Town departments and the probable municipal income from all sources during the next six years were also estimated. The possibilities of raising funds for capital outlay by bond issue were also explored. After due consideration of all the facts and possibilities, a detailed Six Year Financial Program was drawn up. It is on the basis of this program that Randolph citizens can determine how much of the Master Plan can be effected each year without unexpected hardship.

PHYSICAL CONDITIONS

TOPOGRAPHY

The Town of Randolph is approximately 10.5 square miles or 6,720 acres in size. About 5,620 acres (83.6%) is upland, over 750 acres (11.2%) is swamp, marsh or bogland and nearly 350 acres (5.2%) is covered by ponds. The general character of the land varies from gently rolling to a few moderate hills. Elevations range from a low of 100' above sea level in the northeast corner near the Cochato River to highs of over 270' in Deer Park, 250' at Tower Hill, 230' in North Randolph Center and 210' at Crawford Square. Soils of the Town are generally moist and vary from well textured loam to stony loam. Some scattered ledge outcroppings are evident in the more hilly portions of Town. Most of the wet lowlands are associated with the numerous natural brooks and streams which drain the Town. There are also several wet areas caused by "pockets" in the topography.

LAND USE AND SUITABILITY

Determining the existing land use of the Town is necessary to estimate its growth potential. We have graphically presented existing uses and suitability on Page 6. There are approximately 1,660 acres now in public (Town and State) ownership, most of this area being contained in the Blue Hills Reservation and the Great Pond Watershed in North Randolph. Another 300 acres is owned by the many semi-public organizations of the Town (churches, institutions, private cemeteries, etc.) Residential developments comprise about 1,100 acres, primarily in north, central and eastern Randolph. Commercial enterprises use nearly 50 acres and have major concentrations in Randolph Center and in North Randolph, with some strip development along Route 28. Thus there remains nearly 2,000 acres of woodland and 600 acres of cleared land readily available for continued development. There are also several lowlands or swamps available which could be made serviceable by proper drainage. Our report on industrial sites covers four such major wet lands which have been investigated during our work.

TOWN LINE ADJUSTMENT

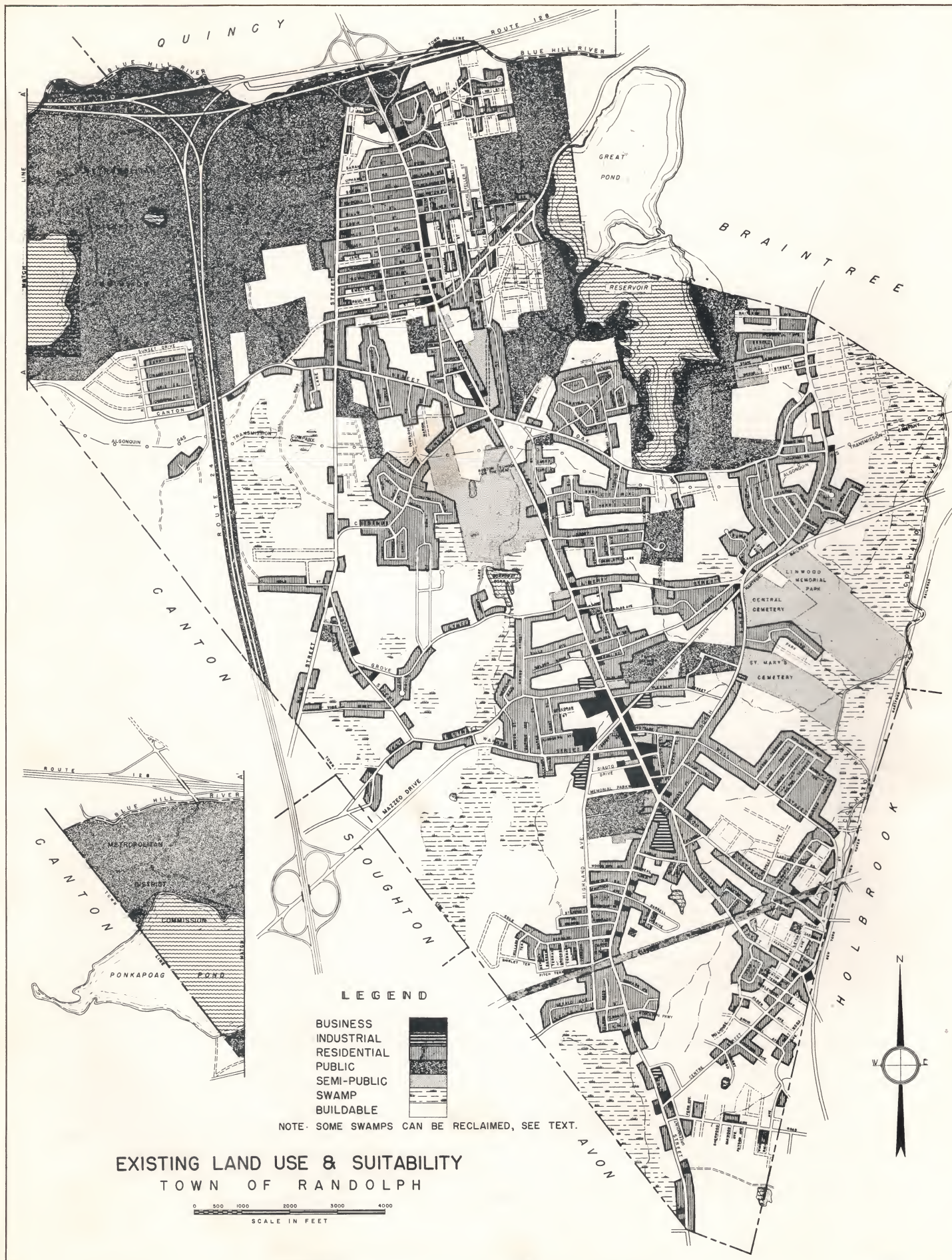
The Town of Canton recently had its southeast corner severed by the Fall River Expressway. The Canton Planning Consultant has recommended that the small isolated portion be given to Randolph or Stoughton. We recommend that Randolph acquire this parcel because it is best qualified to serve the area. This would necessitate a small change in the Town boundary.

PAST AND ANTICIPATED GROWTH

PRESSURES FOR GROWTH

For many years nearly all communities south of Boston were economically independent, each having enough work in their many local factories, shops and farms to employ local residents. Transportation facilities were limited, thus few people traveled any great distance to work. As a result population growth in these towns was relatively slow, being caused by only a few in-migrating workers on top of the normal birthrate.

In recent years, however, especially since World War II, improved highway transportation, refined mass production techniques and centralization tendencies of industry, all stimulated by the war effort, gradually forced most of the local factories to move elsewhere or shut down completely. Similarly, local small farms could not compete with the modern methods of large scale truck farming being developed. This action required that many residents travel out of town to work, some as far as Boston. At the same time Metropolitan Boston was growing in economic stature. Its business and industry was expanding and employing more people. Since the city offered little or no desirable housing, it was logical that these new employees looked to the outlying towns for living space. During the last decade Randolph has just begun to feel the pressures of this suburban growth.



A study of the region surrounding Randolph reveals that it will soon be under an even greater pressure toward growth as a "bedroom" community. By 1960, Route 128, the Fall River Expressway, and the major portion of the Southeast Expressway will be in operation, greatly easing commuting to the Boston area from towns to the south and southeast. Since Milton and Quincy are nearing their ultimate residential capacity under present zoning by-laws, the towns south of them will next feel the strong demands created by the advent of local industrial plants following completion of the new expressway system.

Randolph is one of these towns nearest to the Boston area and will have good access to the new expressway system. The Town contains over 2,000 acres of undeveloped land well suited to residential use, plus two "high potential" industrial areas. The minimum lot size is one of the smallest required by any town in this area and an increase in lot size is not anticipated. Randolph's subdivision and building codes are now relatively liberal. The limited water supply appears to be the one factor restricting development at this time.

To summarize, the nation's population in general and Randolph's in particular is expected to keep increasing at a substantial rate for many years. This will maintain the demand for more housing. The South Shore region will soon be opened up by the new expressway system to even greater suburban residential building and some industrial development. Of the South Shore communities, Randolph, with much suitable land available, is one of the most favorable for growth. Thus it appears that once additional water sources are found, Randolph will again be a rapidly expanding suburban community.

POPULATION ESTIMATE

Randolph has recently become one of the most rapidly expanding communities south of Boston. (see Population Graph, Page 8). Prior to 1950 the average yearly growth was between 1% and 3.5%, closely following the fluctuations of economic trends. From 1950 to date however, with the consistently high level of economy, the Town's average yearly growth has been about 8%. This is the result of two factors; an increase in Randolph's birth rate and a heavy influx of new families.

Randolph's increase in birth rate greatly exceeds the national average. For the nation as a whole, prior to 1946, births averaged 20 per 1,000 population, whereas Randolph averaged only 17 per 1000 in 1945. Since then however the national rate has increased to 25 per 1,000 while Randolph jumped to 23.2 per 1,000 in 1950 and 32.6 per 1,000 in 1957 (averaging about 27 per 1,000 from 1950 to the present). The 1958 economic recession has ended the national birth rate boom, at least temporarily. Future expectations are that the economy will continue to rise steadily suffering only occasional minor setbacks. Thus it is reasonable to assume that the birth rate will again be liberal. In 1966, and again in 1986, it is anticipated that the birth rate will rise sharply as "echoes" of the recent 12-year birth rate boom.

As previously noted, the influx of new families is being caused by the demand of those working in the Boston area for suburban living.

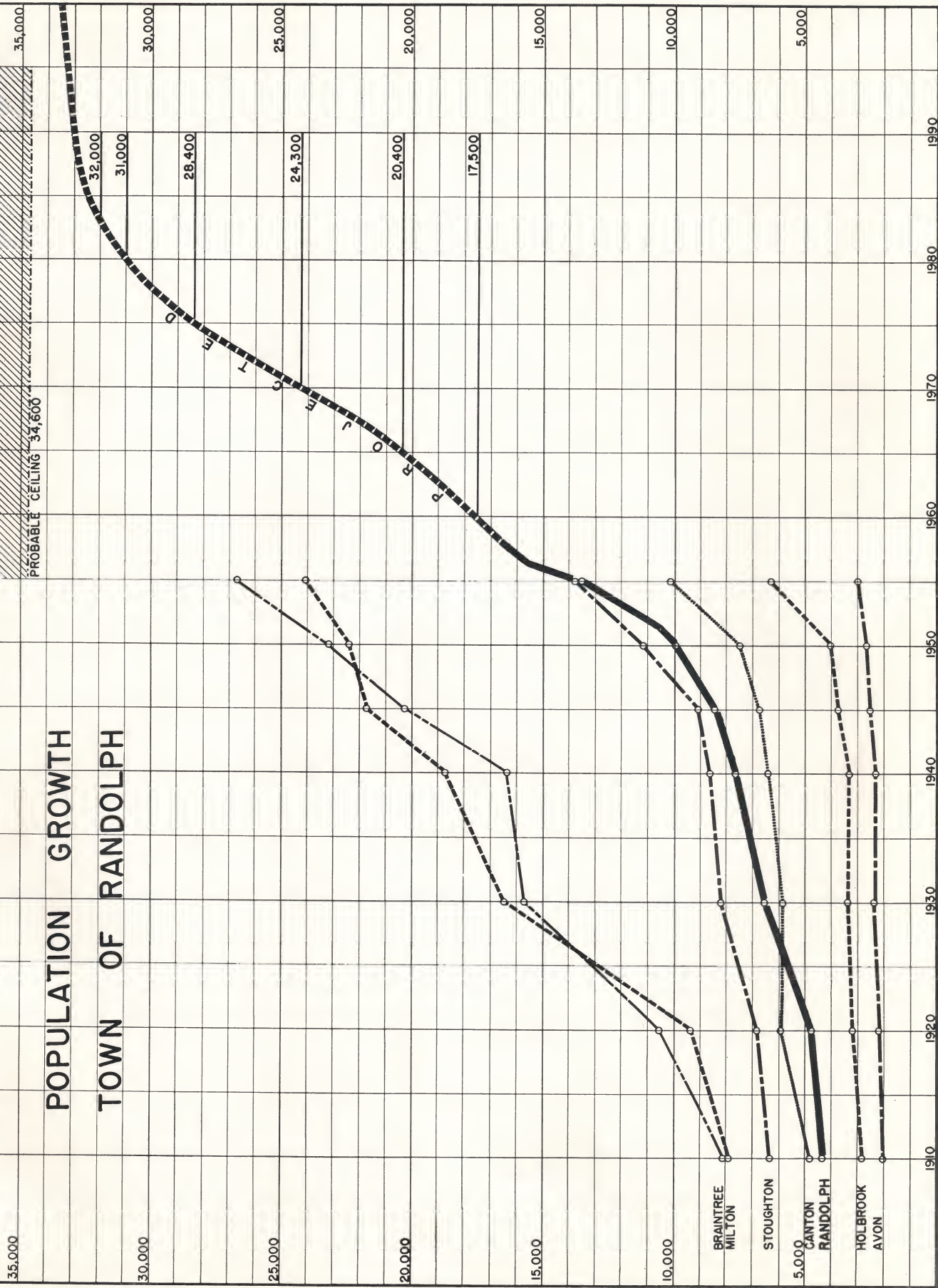
We anticipate that Randolph's population will continue to rapidly expand. Just how rapidly depends to a great extent upon the zoning restrictions of the Town. Present Zoning By-Laws allow all types of housing, single family, duplexes, garden apartments and high rise apartments, anywhere in Town. We have strongly urged that only one and two family houses be permitted in future years (see Zoning Report). On this basis and assuming a 95% effectiveness in land utilization, we believe that Randolph's ultimate population will be about 34,600. The Population Graph graphically indicates the growth that we have anticipated.

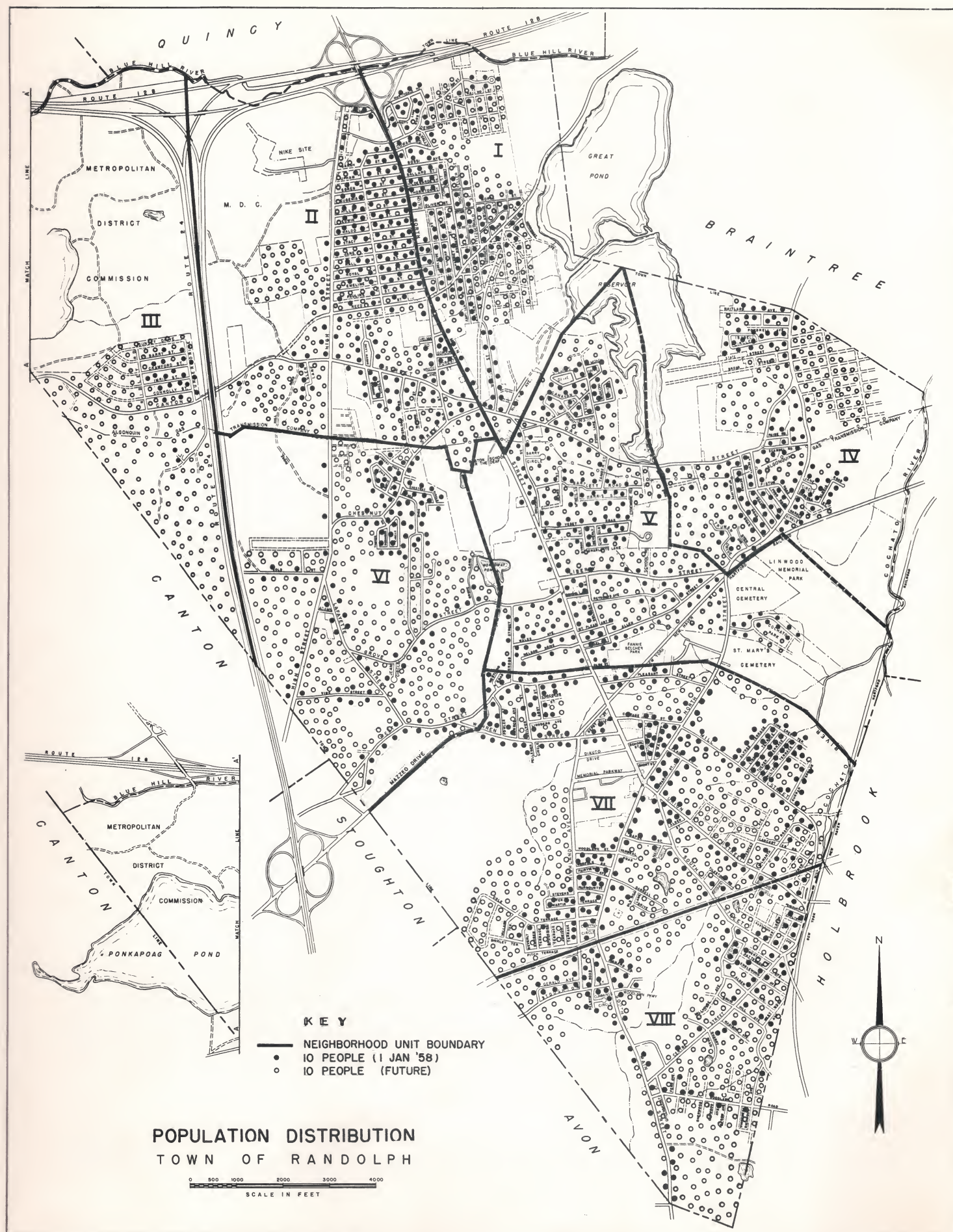
POPULATION DISTRIBUTION

The distribution of the population in the Town of Randolph is quite uneven (see Population Distribution Map, Page 9). The major concentration of homes is in North Randolph while other smaller concentrations are scattered throughout the Town. Many of these concentrations are separated in part by public lands such as the Blue Hills Reservation and Great Pond watershed, by semi-public land such as the Boston School for the Deaf, and by unsuitable private land such as the Cochato River flood plain and Bear Swamp. Another cause of spotty distribution is that land developers logically concentrate in one area until that tract is fully utilized before starting elsewhere.

POPULATION GROWTH TOWN OF RANDOLPH

MAXIMUM CEILING 36,400
PROBABLE CEILING 34,600





The pictorial presentation of population distribution serves several purposes. It is an essential in the establishment of neighborhood boundaries (see Population Distribution Map) and shows not only where concentrations of population are now but where extensive growth can be expected. It is also used to evaluate the location of existing public facilities (schools, playgrounds, shopping centers, etc.) in relation to how well they serve the people and further it is used in the selection of sites for future public facilities that will serve not only now but also in the future. It can be seen from the map that the only sizable privately owned areas still sparsely developed are around Tower Hill, west of the Fall River Expressway and in the extreme southern portion of Town.

The Population Distribution Chart, page 10, shows the present population in each neighborhood unit and that expected at ultimate growth; assuming a density of one family per 12,000 square feet for new subdivisions plus an additional 5% duplex or multi-family factor. The figures for the future are general estimates although, because of the methods of calculation, they appear as exact numbers. It is evident that all neighborhood units are still capable of substantial residential growth and that the Town as a whole can more than double its population.

POPULATION DISTRIBUTION CHART 1 January 1958

Neighborhood Unit	Dwelling Units			Population		
	Existing	Future*	Ultimate	Existing	Future*	Ultimate
I	447	345	792	1,743	1,380	3,123
II	557	612	1,169	2,172	2,448	4,620
III	63	445	508	246	1,780	2,026
IV	364	426	790	1,420	1,704	3,124
V	657	405	1,062	2,562	1,620	4,182
VI	328	950	1,278	1,279	3,800	5,079
VII	762	900	1,662	2,972	3,600	6,572
VIII	296	798	1,094	1,154	3,192	4,346
SUB-TOTAL	3,474	4,881	8,355	13,548	19,524	33,072
M.F. FACTOR	610	244	854	2,379	976	3,355
GRAND TOTAL	4,084	5,125	9,209	15,927	20,500	36,427

* = Assuming recommended changes in zoning regulations
M. F. Factor = 5% of future houses to be duplexes

LAND UTILIZATION

Because Randolph seems destined to be primarily a residential community it becomes a problem of land economics to determine how much space will eventually be needed for business purposes in order to fully serve the ultimate number of families, and for industrial use in order to bolster the economy of the Town. It also becomes a problem to ascertain the standards of residential development which will give economic stability to the Town as suburban growth gains momentum in future years. We have analyzed these problems and used the conclusions as a basis for our recommendations which follow later in the report.

BUSINESS

Present Conditions. Commercial establishments are currently concentrated in two sections of Town. Randolph Center is the major shopping and business area, having two supermarkets, a theater, and several

minor department stores, drug stores, hardware stores and lunch stands. Many of these stores are old and lack shopper appeal. Parking is available, but local traffic flow and pedestrian access to the stores violate accepted shopping center principles.

In North Randolph the Papp Block is the other concentration of stores. It is a fairly modern grouping of small stores along North Main St. with parking available to the rear.

All other commercial enterprises are thinly scattered along the major routes of the Town and have no continuity of location.

Regional View. Randolph, like many of the neighboring towns, has shopping facilities capable of handling only the everyday needs of its residents. Brockton, Quincy and Boston are the sources of most major family items such as furniture, clothing, major appliances, etc. In a few years the proposed South Shore Shopping Center in Braintree, within 10 minutes driving time from Randolph Center, will be completed and will contain branches of Boston's large stores. Therefore it seems likely that in the future Randolph will support only such additional business as will provide for the everyday necessities of the Town's own residents.

Recommendations. We make the following proposals for the improvement and protection of business in the town:

1. Existing Randolph Center should be encouraged to continue as the major business center of the town. Additional growth, however, should be guided away from Main St. and encouraged to develop the area between Memorial Drive and Diauto Drive. In this manner traffic congestion could be avoided and adequate parking provided. (See Traffic Circulation and Parking Reports). The plan on Page 12 shows a suggested development scheme of this area which results in a unified shopping district designed to meet modern shopping habits. This entire area should be zoned for Business Only to prevent new construction from interfering with the unification of the Shopping Center. (See Zoning Report).
2. The vicinity of the Papp Block should be continued as a local shopping center for the residents of North Randolph. This land, shown on the Master Plan Map, should be reserved for this use by appropriate zoning. In the Parking Report we have proposed improvements to this site which should stimulate trade.
3. Other neighborhood centers, as indicated on the Master Plan Map, should be reserved for future business. Thus new businesses starting in the Town would be encouraged to locate in a preplanned unified center rather than in the random pattern of the past.
4. Transient Business Zones, also shown on the Master Plan Map, should be established soon to attract the motel, restaurant and service station businesses which are inevitable with the opening of a new expressway. Such enterprises are highly desirable to the Town as they produce revenue yet require little municipal service.

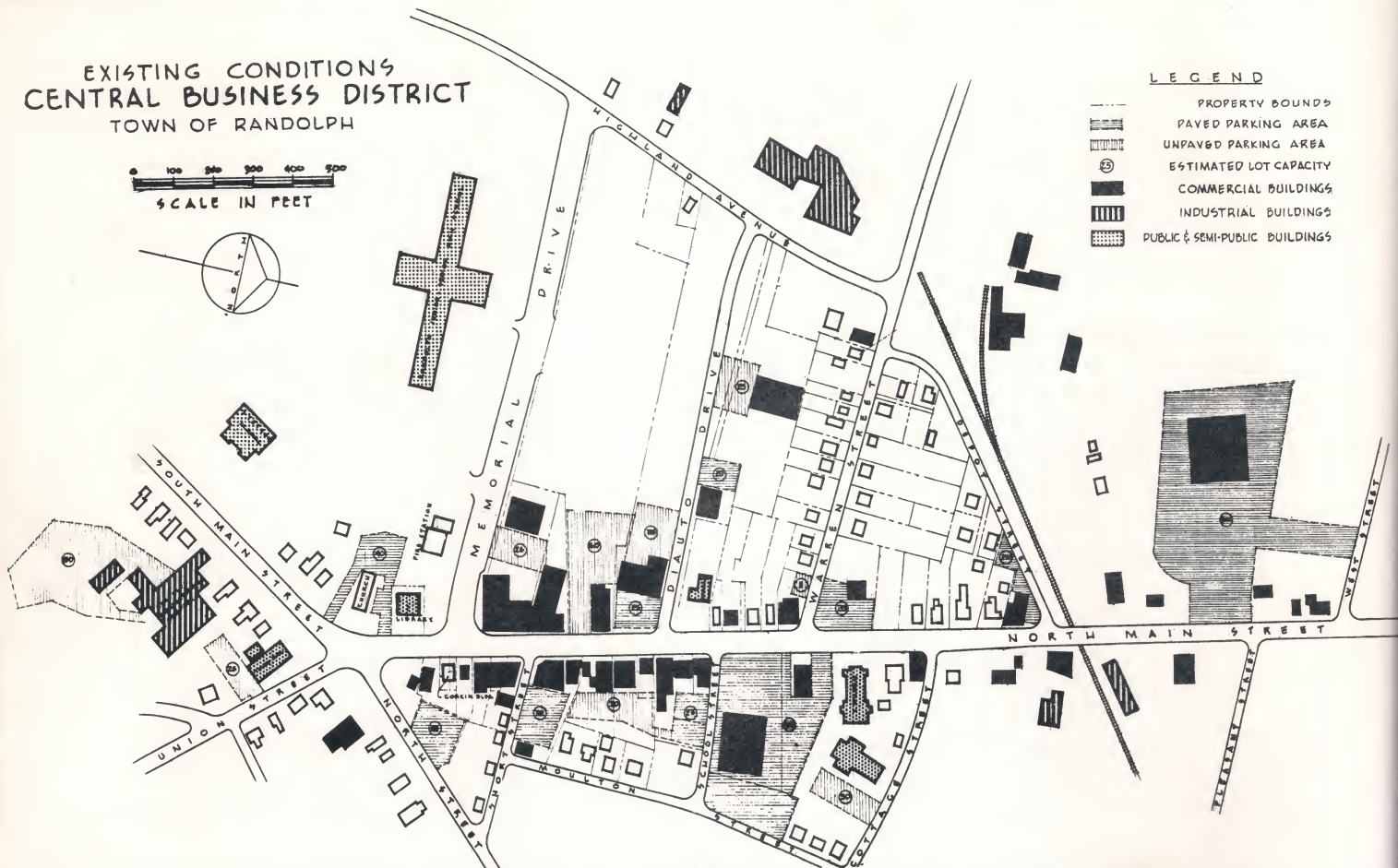
INDUSTRIAL

The planned Industrial District of today, frequently called an "Industrial Park", offers many advantages to the parent town. The greatest direct benefit is the substantial tax revenue which is drawn from these "Parks" without corresponding costs to the Town for schools, recreation and many other services. The economy of the Town is also indirectly aided through the increased retail sales generated by the employees of such industries, and furthermore local industries provide a convenient place of employment for many of the Town's residents. Also, towns which provide such districts can reasonably uphold the prohibition of industry in business and residential areas where it might become detrimental. Thus it is to the advantage of the average town to provide for organized industrial districts.

Planned Industrial Districts are also advantageous to the component industries. They provide adequate space for the building sites, employee parking, recreation areas, future plant expansion and should subsidiary plants desire to develop in proximity to a parent industry there will be room for them. Locations for these Districts are usually selected giving maximum consideration to transportation of raw materials and finished goods and to ease of employee commuting and avoidance of traffic congestion.

EXISTING CONDITIONS CENTRAL BUSINESS DISTRICT TOWN OF RANDOLPH

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SCALE IN FEET

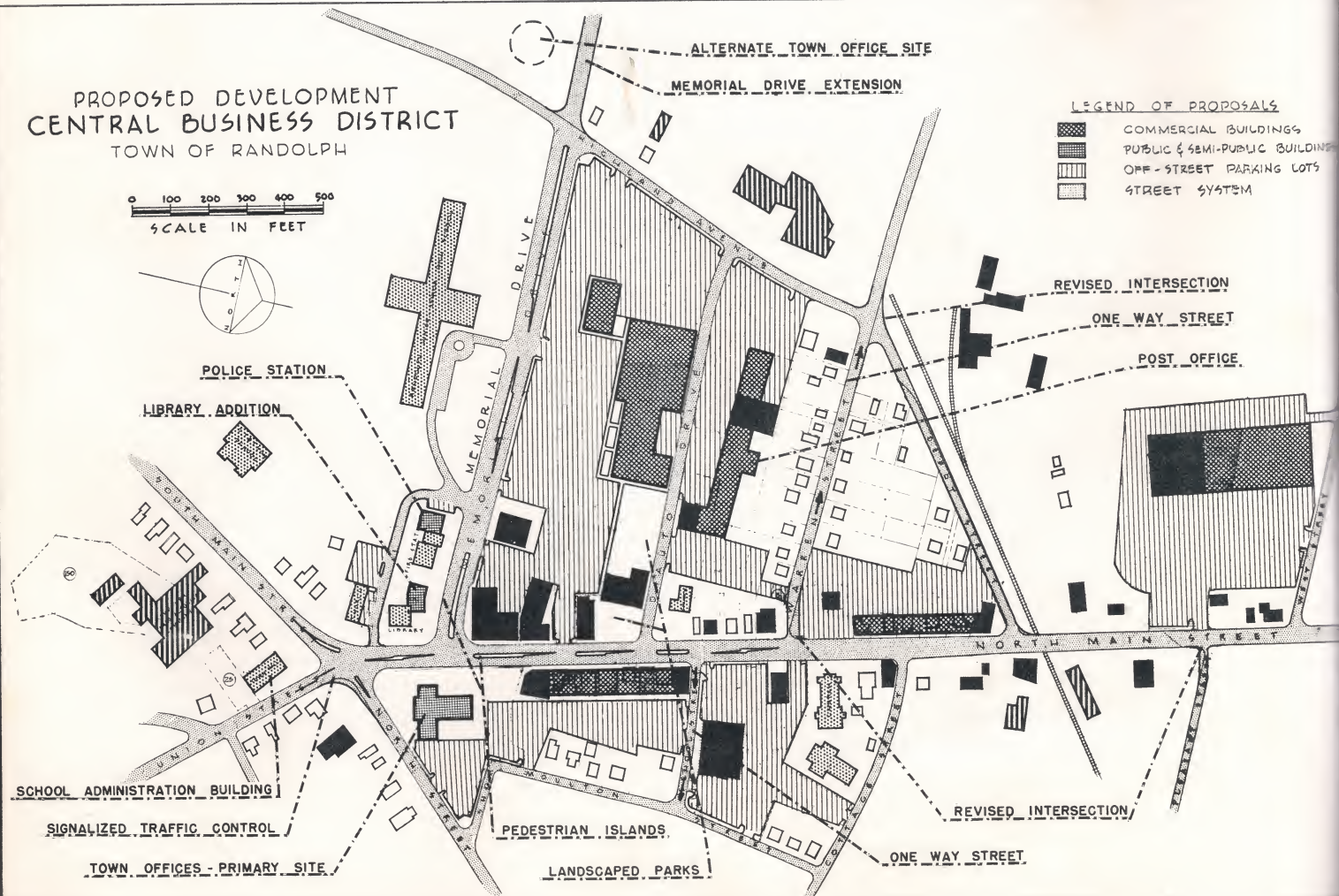
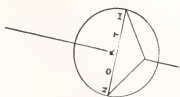


LEGEND

- PROPERTY BOUNDS
- [Hatched Box] PAVED PARKING AREA
- [Dotted Box] UNPAVED PARKING AREA
- (S) ESTIMATED LOT CAPACITY
- [Solid Black Box] COMMERCIAL BUILDINGS
- [Hatched Box] INDUSTRIAL BUILDINGS
- [Dotted Box] PUBLIC & SEMI-PUBLIC BUILDINGS

PROPOSED DEVELOPMENT CENTRAL BUSINESS DISTRICT TOWN OF RANDOLPH

0 100 200 300 400 500
SCALE IN FEET



LEGEND OF PROPOSALS

- [Hatched Box] COMMERCIAL BUILDINGS
- [Dotted Box] PUBLIC & SEMI-PUBLIC BUILDINGS
- [Hatched Box] OFF-STREET PARKING LOTS
- [Dashed Line] STREET SYSTEM

POLICE STATION

LIBRARY ADDITION

SCHOOL ADMINISTRATION BUILDING

SIGNALIZED TRAFFIC CONTROL

TOWN OFFICES - PRIMARY SITE

ALTERNATE TOWN OFFICE SITE

MEMORIAL DRIVE EXTENSION

REVISED INTERSECTION

ONE WAY STREET

POST OFFICE

REVISED INTERSECTION

PEDESTRIAN ISLANDS

LANDSCAPED PARKS

ONE WAY STREET

There are several requirements for a potential Industrial District location. As previously mentioned, it must have a sizable area free from development which might interfere, and must have good transportation by rail or expressway, or both, nearby. There should be municipal utilities (sewer, water, electricity, etc.) available in the quantity required by the specific industry. There should be protective town ordinances which will insure against "invasion" by business or residential uses and there must also be an adequate "labor pool" within twenty to thirty minutes traveling time from the industrial site.

Randolph's current industrial plants consist of three or four minor activities in scattered locations. They have little or no room for expansion, limited employee parking, severe traffic congestion problems, poor relationships with abutting residents, and little or no aesthetic appeal. Furthermore, on the basis of present zoning, the majority of the Town's potential industrial sites are small or poorly shaped, scattered amongst residential areas, lacking in convenient expressway access, or (like the present Cochato River Industrial Zone) mostly in the flood plain of a river.

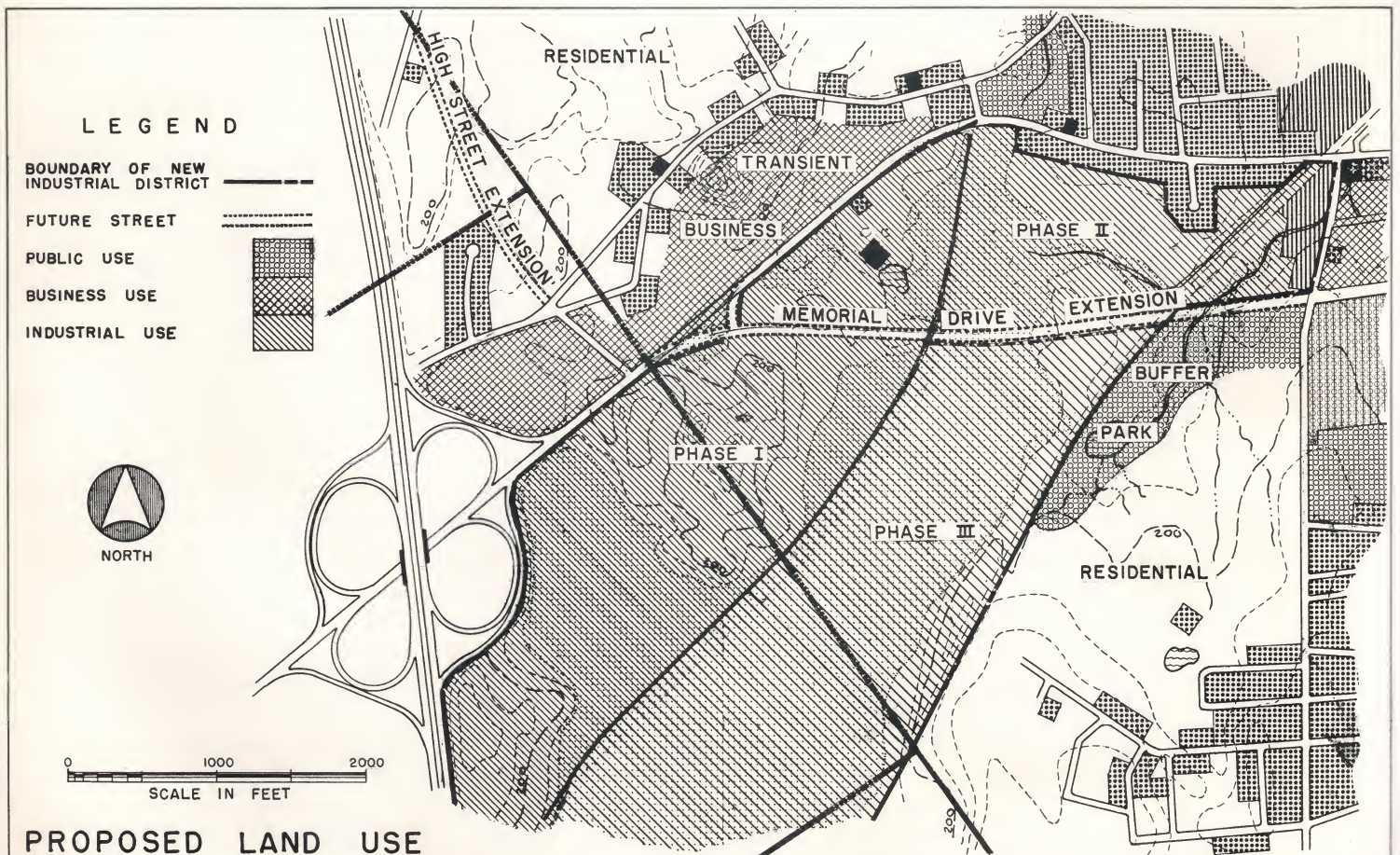
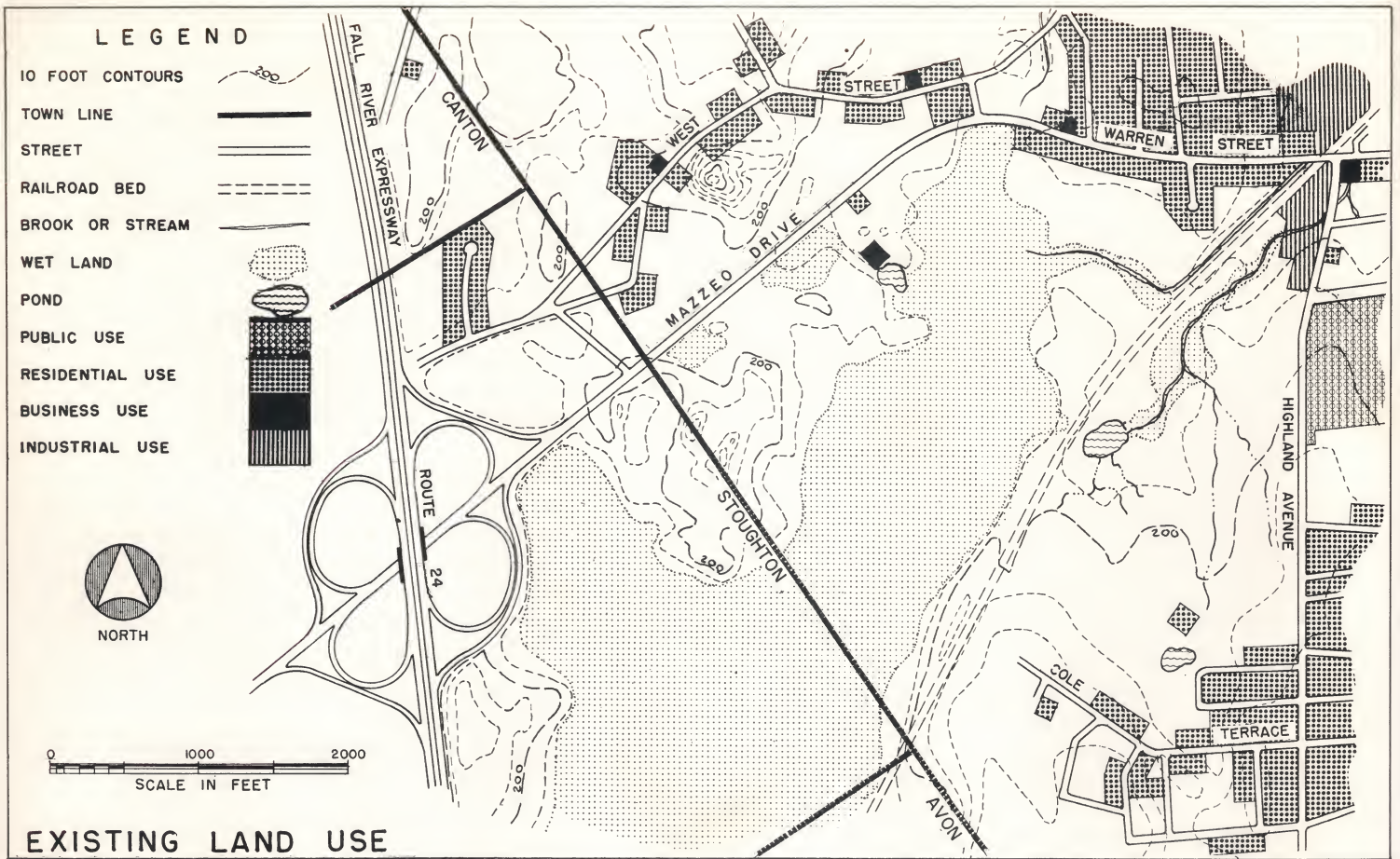
We are all very much aware of the current industrial growth experienced along Route 128. By 1960 this expressway will be completed eastward to Braintree thus exposing the adjacent towns to more intense industrial expansion. As seen on the Regional Map, (cover) however, there is a great majority of Route 128 which is bounded by Metropolitan District Commission park land and consequently undevelopable. Therefore industrial growth pressures must eventually fall upon land along the Southeast and Fall River Expressways. The first interchange south of Route 128 on the latter enhances Randolph's industrial desirability as it provides direct access to the heart of Town. The large labor pool available in the areas nearby is also considered favorable. The shortly anticipated Town sanitary sewer system and an adequate Town water supply should both aid in attracting a new industry to Randolph.

In selecting potential industrial areas we first established those areas which best met the aforementioned requirements. Because most of these areas are swampy at present, we had them studied by our engineering consultants, Weston and Sampson, for feasibility of drainage and soil stabilization for industrial development. Their findings may be condensed as follows:

1. The area bounded by Mazzeo Drive, Warren St., Highland Ave., Cole Terrace and the Town of Stoughton, known locally as Bear Swamp, could be satisfactorily drained by lowering existing culverts. There is gravel soil below a shallow layer of peat. Thus the land is well adapted for industrial development. The abandoned railroad bed which divides this land could easily be made serviceable and connected into the New Haven Railroad system.
2. The area bounded by High St., Gold St., the Fall River Expressway and Canton St. is about three-fourths upland and one-fourth swamp which could be drained. This area is also suitable for industrial development.
3. The swamp west of South Main St. and south of Stoughton St. is undesirable for industry because the cost of necessary drainage would be prohibitive.
4. The area east of North St. and north of Linwood Memorial Park, now zoned for industry, is mostly flood plain land of the Cochato River and unfeasible for present development because of the difficulty of lowering the water table. However, some future Federal Aid project might make good drainage financially possible.

As a result of the Weston and Sampson findings, many varied studies, interviews with land owners and the holding of public hearings, our recommendations for Industrial Districts are as follows (See Master Plan for location):

1. We propose that a 185 acre tract bounded by the Stoughton Town Line, Mazzeo Drive, the rear property lines along Warren St., and the abandoned railroad bed be designated as an Industrial District (see Page 14). This location has good expressway access, potential rail service, potential sewer and water service and is almost entirely unimproved. Initially, preferably in cooperation with Stoughton, the south frontage of Mazzeo Drive could become immediately available to industry. Further expansion could be done by constructing a dike across Bear Swamp along the route proposed as Memorial Drive Extension, installing a sluice to divert water flow, and subsequently draining the lowland to the north. (The feasibility of such an operation is indicated by the recent draining of swamp land abutting the intersection of Warren and Mazzeo Drive wherein ditching operations have lowered the water table about two feet).



BEAR SWAMP INDUSTRIAL DEVELOPMENT PLAN

Ultimately the remainder of "Bear Swamp" could be drained and made suitable for industrial development using the proposed Memorial Drive Extension as an access road.

2. We propose that the 110-acre parcel bounded by High St., Sanborn Rd. (a paper street), the Expressway and the Algonquin gas line easement be defined as an Industrial District. This site, now largely undeveloped, has expressway access via High St. to either the Fall River Expressway or Route 128 interchange, and is easily seen from Route 24.
3. We recommend that most of the land presently zoned Industrial east of North Street be retained as industrial land since it is contemplated that long-range Federal Plans may include reclamation of the Cochato River flood plain. Existing rail, water and sewer services are available should this land be made suitable.

RESIDENTIAL

Randolph, as everyone knows, has seen a great rate of development during the last decade. Until the current building restriction, caused by a limited water supply, as many as 500 new homes per year were built. This unanticipated rapid growth has caught the Town flat-footed and has resulted in a substantial lag in its public services (i.e. Schools, Recreation, Sewer, etc.). The Town must now catch up with the needs of this past residential growth as well as provide for the needs of anticipated future growth. This will involve substantial capital outlays.

As previously noted the pressures of growth are expected to continue and to increase the solution of water supply problems. Since Randolph is now and will continue to be a "bedroom" community, it follows that town revenues must come for the most part from the taxes taken in on real property assessments. Therefore it behooves the Town to encourage only housing which can be assessed enough to carry its fair share of the tax burden; i.e., an average assessment great enough to yield revenues for the public service expenses of an average family (about 4 persons).

We have determined this average residential assessment using the 1958 figures because the recent re-valuation of the Town provides a more accurate basis of computation. During 1958, the Total Valuation was \$30,009,080. of which \$28,398,580. was the total Real Property Valuation. We estimate the total business and industrial valuation to be about \$1,700,000., roughly 6% of this total Real Property Valuation. Thus residential property valuations account for about \$26,700,000.; nearly 95% of the Total Valuation and hence nearly 95% of Randolph's tax income. We then divided the total residential valuation by an estimated 4,320 homes in the Town and arrived at the figure of \$6,180.55 as the average residential valuation. Since current assessing practices use 50% of full value, it may be concluded that new residences of an average value of about \$12,500. are necessary to contribute a fair share of the tax revenue.

Considering that (1) the Town has lagged in its public service commitments in past years (2) a substantial growth is expected for future years, and (3) slow inflation of the dollar is anticipated, we recommend that \$12,500. should be considered a minimal figure and that \$13,000. to \$13,500. would be a much more desirable average.

Until 1954 the Town required only a 7,500 square foot minimum residential lot size and existing ordinances were such that a small home could be built and sold at a relatively low price. Consequently assessed valuations of such homes are low and it is evident that they do not sustain their fair share of the taxes.

Since 1954 the Town has required a more substantial (12,000 sq. ft.) minimum lot size and has been gradually tightening its subdivision standards. This has resulted in better homes being built with the result that they probably carry their fair share of the tax burden.

The problem is now (1) how to improve existing conditions in older subdivisions and (2) how to insure that future homes will carry their fair share of the tax burden. We make the following general recommendations:

- A. There are two main methods of controlling the growth of a town (1) By large lot zoning – a common practice to discourage subdivisions and (2) high standards of subdivision design and construction; a method to encourage the growth of only quality homes. We believe that the latter method is more

suitable for Randolph today for it provides homes within the economic grasp of the average suburbanite. Furthermore, the former method tends to waste buildable land by requiring lot sizes larger than desired or needed by most people moving to Randolph.

We recommend that the Town's ordinances be revised to require strictly enforced higher standards of design and construction. Standards of street construction should be raised as we have proposed in the report on traffic circulation, all possible utilities should be required in new subdivisions, and building standards should be modernized and made more explicit in content.

- B. There are several changes in the Town's Zoning By-Laws which should be made to discourage mixed land use and to prevent the over-taxing of public services. Our specific recommendations are covered in the report on zoning.
- C. We recommend that the Betterment Acts (provided by Chapters 40, 80, 82 and 83 of the General Laws of Massachusetts) be used to defray the costs of constructing and improving the minor streets, storm drainage sewer, water and sidewalks in the Town. By these acts the Selectmen, or other appropriate Town Officials, can with the consent of the Town, assess property owners who benefit from an improvement a proportionate share of the project cost. Betterment assessments can cover up to 50% of sidewalk costs and up to 100% for other projects. This assessment is levied over a given period (up to 20 years) and must be paid annually as a part of the Town's tax bill. From the 1958 Town appropriations, we have estimated that the tax rate would have been about \$2.00 less if the Betterment Acts for water, street, sidewalk and storm drainage improvements had been used.
- We favor the above method of financing because (1) it is only the beneficiary who pays for an improvement and (2) it allows the Town to use its limited funds for projects of a more general benefit to all.
- D. In view of the constantly increasing inflation which is anticipated in future years, assessments should be periodically readjusted. We recommend revaluation every five years to keep assessments in a realistic relationship to current costs as well as in fairness to new construction.

SCHOOLS

INTRODUCTION

The purpose of this study is to determine the sizes and locations of the additional sites and buildings which will be needed as the school enrollment continues to expand. These decisions are urgently needed in order to acquire sites for future schools before residential development interferes and for the financial programming of the inevitable expenditures involved. Only public school needs are estimated in this study although the effect of the proposed St. Mary's Parochial School is considered, see Table IV. Naturally, any more new private or parochial schools in Randolph would lessen the Town's needs.

EXISTING FACILITIES

The Town of Randolph has eight school buildings in use; a Junior-Senior High School, six Elementary Schools and one ungraded school. They are as follows:

The Junior-Senior High School in Randolph Center was opened in 1952 to serve all pupils grade 7 through 12. It is designed for 1,100 pupils although present enrollments exceed 1,300. The building contains a full complement of facilities including a gymnasium, locker rooms, an auditorium, a health room, shops, teachers' rooms and administrative offices for the principal, superintendent and school committee. To the rear of the building is a sizable athletic field.

The Elizabeth G. Lyons School is a brand new 540 pupil elementary school located east of Vesey Road. This 18-room school building is considered fully equipped, but the playground facilities are limited in scope.

The Devine School, built in 1930 and added to in 1954, is located on Old Street in North Randolph and is designed for 660 elementary pupils. Current demands require that over 800 pupils be enrolled here. The adjoining playground site is but partially developed and play equipment is almost nil.

The Stetson School, built in 1909 and reconstructed in 1926, is a three-story 480 pupil elementary school on South Main St. in Randolph Center. It is in good physical condition and is fully equipped. Playground space is limited because the site is small.

The Tower Hill School, built in 1938, is a 120-pupil elementary school located on Adams St. Current enrollments exceed this figure and classroom space is at a premium. The small site is quite lacking in adequate playground facilities.

The McNeil School, built in 1931, is located on Fencourt Ave. off of Center St. in South Randolph. The two-story brick building is also a 120 pupil elementary school whose capacity is presently being exceeded. Here again the playground facilities are limited and the maintenance poor.

The Belcher School is located on School Lane and is a two-story 210-pupil elementary school of frame construction. The site is extremely small (35,620 sq. ft.) and has insufficient room for proper playground development.

The Pauline School is a frame building located on Pauline St. in North Randolph. Although it is considered obsolete, it is still used as a school for retarded pupils. The site approximates a small house lot in size.

Two new sites have recently been purchased by the Town; a 14-acre elementary school site on the corner of Canton and High Streets and an 11-acre junior high school site abutting M.D.C. land on Reed St.

ENROLLMENT FORECASTING

The method of forecasting used for projecting Randolph's future school needs is the Percentage of Survival method which is used by many school enrollment forecasters. A brief explanation of this technique follows:

For any given number of children born during a year an equal number will be entering school five years later, except as this number is reduced by deaths, defectives and families leaving the town or enlarged by families moving into the town. This increase or decrease can be determined on a percentage basis by comparing the number of births in a year to those entering school five years later. Similarly the percent survival can be computed for any given grade by the analysis of past enrollment figures and an average can be established. This average Percentage of Survival is then used to project future class enrollments; taking into consideration other influencing factors such as the economic and sociological pressures of the times, future trends expected, and the growth potential of the town. Barring major changes (war, extreme inflation or deep recession) these projected school enrollments will be generally true. This method has a high degree of accuracy when dealing with total enrollments although unpredictable errors in individual grade projections are to be expected. Periodic reviews of annual statistics and trends with subsequent adjustment of enrollment projections will insure the most accurate picture of future needs.

ANALYSIS OF ENROLLMENTS

School enrollment statistics from 1950 to 1958 were used as a basis for projecting future enrollments as it is believed that this brief period of accelerated growth, shown on the Population Graph, page 8, is most indicative of future trends. The Percentage of Survival for these years from birth to school age are listed below.

School Year	Percent Survival
1950	140
1951	132
1952	128
1953	157
1954	149
1955	156
1956	189
1957	124
1958	144
Eight Year Average	146

From 1950 to 1958 population growth averaged 8% per year while first grade enrollments exceeded births 5 years previous by an average of 46% per year. This indicates that a high percentage of incoming families have pre-school age children. We expect the trend to continue. We anticipate a population growth of 3.5% per year from 1958 to 1965 (see Population Chart) which is 43.8% of the previous average population increase. Therefore we anticipate that the increase of first grade enrollments over births will be 43.8% of the previous average or about 20% over births. Thus we have used 120% survival for projecting future first grade enrollments.

As previously noted, the birth rate during the last 8 years has climbed at an amazing rate, and in fact has about doubled, (see Table I). We have used an average of births in recent years for projecting the next three years' births. In the years following 1965 there is anticipated to be a sharp rise in the birth rate as an "echo" effect of the recent 12-year long "baby boom". Thus 1970 and following years are expected to be banner years in school enrollments.

The percent of survival from grade to grade (Table I) is typical of a growing town. These individual grade percentages tend to fluctuate annually but will "average out" over a period of years. We anticipate that these percentages will be closely approximated as the town continues to grow.

It should be stressed that our school enrollment projections are conservative as they are based on but modest estimates of births and percentage of survival. It is possible that 500 births per year and 150% survival could occur resulting in greater school enrollments than we have estimated.

ANALYSIS OF FUTURE NEEDS

To best analyze the school needs (sizes and locations) of the future, we first computed the ultimate school population of the town (see Table II) based on two assumptions: 1) that the ultimate total population would be about 34,600 and 2) that a stabilized community has about 16% of its population in public schools. This would mean an ultimate school population of about 5,600 pupils. Table II shows that there will be a need for housing over 3,300 elementary school pupils (grades 1-6), 1,300 Junior High School students (grades 7-9), and 1,000 High School students, (grades 10-12). We then computed an estimate of the maximum school population which might occur prior to stabilization of growth in the town. Table II shows that before final stabilization enrollments could easily reach 4,800 in elementary schools, over 1,900 in Junior High School and nearly 1,300 in Senior High School.

We then selected future school sites which would best serve the entire town at maximum as well as stabilized school enrollments (see Table III). Our choices were based upon 1) an even distribution of school children throughout the town, 2) the use of existing facilities and town-owned land where possible and 3) the present Junior-Senior High School adequately serving the Senior High School needs of future years under a 6-3-3 school system (6 years of Elementary School, 3 years of Junior High School, and 3 years of Senior High School).

Since no new schools are now under construction, it is anticipated that no additional classrooms will be available until September of 1960. By this time the present school system will be overloaded by nearly 1,000 pupils. To meet this demand and anticipate the needs of the next seven years two Junior High Schools and two Elementary Schools will be required. Table IV, compiled from Table I, illustrates these school needs and gives our recommendations for providing adequate classroom space. School site locations can be seen on the School and Recreation Plan, Page 24.

SCHOOL SITE PROPOSALS

Following conferences with School Officials of the Town and the Massachusetts School Building Assistance Commission, we have selected school sites which will minimize bus transportation of pupils without greatly sacrificing the size of an efficient school plant. Further, we propose that generous 15 to 20-acre sites be acquired so that some park land can be developed in conjunction with school and recreation facilities. This will ultimately mean a saving to the town in the establishment of a park system at a later date. Proposed sites as shown on the Master Plan are of a general nature because land ownership and acquisition costs will determine the exact size and bounds of the site.

SENIOR HIGH SCHOOLS - As previously mentioned, we believe that the present Junior-Senior High School will adequately serve any anticipated needs for Senior High School pupils. Until 1964, a portion of it will continue to be used for Junior High School purposes to serve pupils of Randolph Center and South Randolph.

T A B L E I

BIRTHS YEAR	#	1 OCTOBER OF SCHOOL YEAR												TOTALS		GRAND TOTAL	
		1	2	3	4	5	6	7	8	9	10	11	12	1-6 ELEM.	JR. HIGH		9-12 HIGH SCHOOL
1945	145	203	219	247	221	183	184	179	157	131	86	89	90	1257	336	396	1989
46	181	239	218	234	256	235	188	193	180	131	118	87	76	1370	373	412	2155
47	217	278	250	227	240	270	242	193	186	167	124	105	82	1507	379	478	2364
48	211	331	279	251	227	255	263	235	191	177	154	100	95	1606	426	526	2558
49	250	373	340	305	257	236	261	286	215	170	156	149	92	1772	501	567	2840
50	232	363	392	348	310	269	237	270	290	190	154	135	137	1919	560	616	3120**
51	214	406	372	400	359	327	267	235	277	268	170	139	130	2131	512	707	3370**
52	355	440	399	370	400	365	301	259	232	259	244	162	134	2275	491	799	3585**
53	323	467	432	388	391	378	364	291	256	196	234	226	168	2420	547	824	3813**
*																	
54	329	395	476	441	396	403	374	368	288	236	177	213	212	2485	656	838	3979
55	360	432	403	485	450	408	399	378	364	265	213	161	200	2577	742	839	4158
56	418	502	441	411	495	464	404	403	374	335	239	194	151	2717***	777	919	4413***
57	520*	624	512	450	419	510	459	408	399	344	302	218	182	2974***	807	1046	4827***
58	430*	516	636	522	459	432	505	464	404	367	309	275	205	3070***	868	1156	5094***
59	430	516	526	649	532	473	428	510	459	372	331	281	259	3124***	969	1243	5336***
60	430	516	526	537	662	548	468	431	505	428	335	301	264	3257***	936	1328	5521***
66		526	537	548	682	543	473	427	465	379	305	283			900	1432	967
67		537	548	564	675	548	468	393	419	345	287				1016	1444	1051
68		548	564	558	682	543	431	354	381	324					1225	1490	1059
69		564	558	564	675	500	388	312	358						1239	1558	1058
70		558	564	558	621	450	341	303							1122	1715	1094
71		564	558	513	559	396	331								1122	1799	1286
72		558	513	462	492	384									1851	1338	1338
73		513	462	407	477										1859	1346	1346

% SURVIVAL

* ALL FIGURES BELOW THIS LINE ARE PROJECTIONS.
 ** PAULINE SCHOOL PUPILS AND POST GRADUATES INCLUDED IN TOTALS.
 *** SOME OF WHICH WILL BE IN PAROCHIAL SCHOOL.

TABLE II
LONG RANGE FORECAST

YEAR	TOWN POPULATION	SCHOOL POPULATION TOTAL #	% OF TOTAL POPULATION	ELEMENTARY TOTAL #	% OF TOTAL POPULATION	JUNIOR HIGH TOTAL #	% OF TOTAL POPULATION	SENIOR HIGH TOTAL #	% OF TOTAL POPULATION
<u>PART I</u>									
1950	9982	1989	19.9	1257	12.5	336	3.4	396	4.0
1955	13539	3120	23.0	1919	14.1	560	4.1	616	4.8
1957	15928	3585	22.5	2275	14.3	491	3.1	799	5.1
1958	16400	3813	23.3	2420	14.8	547	3.3	824	5.2
1960	17500	4158	23.8	2577	14.7	742	4.2	839	4.9
6-2-4 SYSTEM									
1965	20400	5521	27.1	3257	15.9	1364	6.7	900	4.5
1970						1743	7.2	1094	4.5
<u>PART II</u>									
1970	24300	6075	25	3645	15				
1975	28400	7100	25	4260	15	1704	6	1130	4
1980	31000	7750	25	4650	15	1860	6	1240	4
1983	32000	8000	25	4800	15	1920	6	1280	4
<u>PART III</u>									
Stabilized	34600	5605	16.2	3356	9.7	1315	3.8	934	2.7
Ultimate									

PART I - COMPILED FROM TABLE I

PART II - A REASONABLE ESTIMATE OF FUTURE ENROLLMENTS

PART III - PROBABLE ENROLLMENTS BASED ON AVERAGE
PERCENTAGES OF SEVEN SUBURBAN TOWNS
CONSIDERED STABILIZED

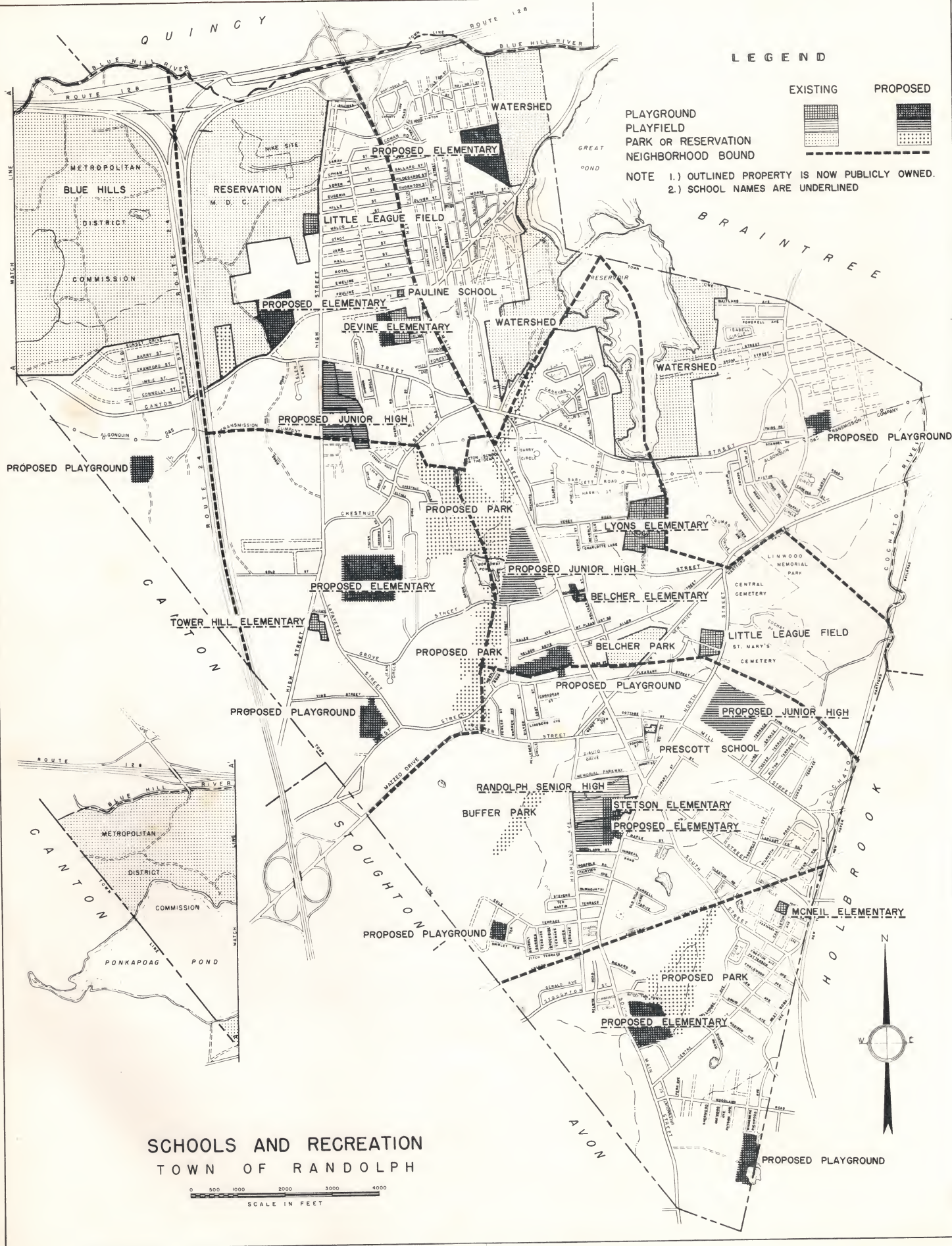
TABLE III

RANDOLPH ELEMENTARY SCHOOL

BUILDING UTILIZATION

NEIGHBORHOOD UNIT	ELEMENTARY SCHOOL CHILDREN			OCT. '58 PUPIL STATION	ELEMENTARY UNITS		ULTIMATE PUPIL STATION
	ESTIMATE		MAXIMUM		PUPIL STATION	MAXIMUM	
	OCT. '58	ULTIMATE					
I	315	426	300		300 NEW		300
II	385	639	450	660 DEVINE	600 NEW 660 DEVINE		600
III	45	248	170		TO UNIT II	TO UNIT II	TO UNIT II
IV	250	479	345		TO UNIT V	TO UNIT V	TO UNIT V
V	460	665	465	540 LYONS 210 BELCHER	540 LYONS		540
VI	220	690	480	120 TOWER HILL	120 TOWER HILL 600 NEW		600
VII	540	885	625	480 STETSON	480 STETSON 600 NEW		600
VIII	205	533	375	120 McNEIL	120 McNEIL 400 NEW		400
SUBTOTAL	2,420	4,565	3,210	2,130	4,420		3,040
TOTAL	2,420	4,800	3,350	2,130	4,840	PS + 420	3,460

MF = MULTI-FAMILY FACTOR
PS = PAROCHIAL SCHOOL



RECREATION

GENERAL

Recreation facilities in Randolph are extremely limited. Present conditions require youngsters to travel excessive distances to the few poorly maintained play areas. This discourages their interest in healthful recreation and encourages more dubious forms of amusement. Thus it is for the moral as well as physical health of the Town that we stress expansion and improvement of recreational areas.

SURVEY OF DESIRES

Early in 1958 the Recreation Committee conducted a survey to find the wishes of Randolph residents. Of the 3,200 questionnaires distributed via the school children, about 2,500 were completed and returned. From them the townspeople's major desires may be summarized in order of importance as follows:

- A. **Playgrounds** – 85% of the Town's children now play in neighborhood streets and yards while only 15% use Town recreation areas.
- B. **Swimming** – 80% of those polled would like a public pool, 60% of them would like the Town to support such a facility. At present less than 4% use Ponkapoag Pond in Canton.
- C. **Skating** – 50% of those answering want more Town ice skating rinks.
- D. **Civic Center** – Half of those answering also wanted a Community Center.
- E. **Parks** – There were many requests in the questionnaire returns for developed Town parks.

STANDARDS OF RECREATION

The following definitions are based on standards of the National Recreation Association and have been tailored to Randolph's needs. Recommendations appear later in this section.

THE PLAYGROUND

This is an outdoor recreation area for the families of a neighborhood. The primary purpose of a playground is to serve the recreation needs of elementary school age children although it is also desirable to provide facilities for other age groups as well. The playground usually incorporates softball, touch football, and other field sports; areas for free play and children's games, and an apparatus area. Facilities for other age groups may include shuffleboard, horseshoes, badminton, and tennis courts for adults as well as "tot lots" for pre-school children with adjoining sitting areas for mothers.

National Standards recommend that a playground site should be from 3 to 7 acres in extent and within $\frac{1}{4}$ to $\frac{1}{2}$ mile walking distance of those families served. The size of the playground is dependent upon the population served, allowing 1 acre for every 800 persons. Thus the size could vary from a small $2\frac{1}{2}$ acre site serving 2,000 people to a 6 acre site serving 5,000 people.

For Randolph, we have endeavored to make maximum utilization of the existing and proposed elementary school sites. We then supplemented these school sites with additional small neighborhood playgrounds to serve families in outlying areas.

THE PLAYFIELD

Playfields are areas planned to accommodate the recreational needs of "teen age" and adult groups of two or more neighborhoods. They are generally designed to include provisions for baseball and softball; with overlapping fall sports areas such as football, soccer, etc.; girls' hockey, volleyball, tennis, badminton and other court games. Also included are enclosed apparatus areas for small children and sheltered rest areas with tables and seats. Quite often a field house and rest rooms are provided, and occasionally a swimming pool.

By National standards there should be a playfield to serve all persons living within a $\frac{1}{2}$ to 1 mile radius. These standards also recommend one playfield of 15 to 20 acres for every 20,000 population considering that 1 acre is needed for about 800 people served.

We believe that for the present density, Randolph requires but one well developed 20-acre playfield. Ultimate density of the Town will require two such playfields.

THE PARK

While playgrounds and playfields provide areas for active recreation there is a need for open space that will be conducive to passive recreation. The primary purpose of a park is to provide the citizens of a community with an area in which they may relax out-of-doors in a natural setting. Parks also increase the intrinsic value of a town. The area of a park can vary from a small plot of grass at a street intersection, to large acreages in which there are expanses of turf, groves of trees, ornamental gardens, ponds, streams and structural features. By National Recreation Association Standards, each community should have at least one sizable park because a large area is needed to produce the feeling of openness and serenity associated with the natural landscape.

The Town of Randolph is much in need of park development and general landscape treatment, therefore we have given extensive consideration to this problem.

THE RESERVATION

The Reservation is a large tract of land, preferably 1,000 acres or over, which is retained in its natural state. Because of its size such areas are usually County, State or Federally controlled. The primary purposes of these lands are to retain the natural or scenic beauty of the area, to provide watershed for a reservoir and to protect and encourage wildlife.

Although man made changes in the Reservation are usually limited, specific features such as ponds, rivers and hills are often developed to provide specialized recreation such as swimming, boating, fishing, hunting, hiking, skiing, skating, etc., for a region. In this way the Reservation supplements facilities offered in a town park, playground or playfield.

Obviously the Blue Hills Reservation supplies most of Randolph's recreation requirements. However there are needs for additional town reservations, as will be explained later.

THE SPECIALIZED RECREATION AREA

Those towns are indeed fortunate which have specialized recreation facilities such as boating, fishing, swimming or skiing. Any such available possibilities should be exploited as a means of increasing enjoyable recreation. The Specialized Recreation Area is often incorporated in a Park or reservation, similar to many M.D.C. operations.

PROPOSALS FOR PLAYGROUND AND PLAYFIELDS

CORRELATION OF SCHOOL AND RECREATION SITES

The current practice of planning school and recreation sites together capitalizes on the dual purpose that a play area can serve. This practice we have followed for Randolph and in the majority of instances a playground large enough for school activities will also be adequate for families within the area served. Similarly, the facilities required for physical education purposes by the High School and Junior High Schools provide sufficient playfields for the Town. Thus very few of our recreation proposals are over and above school requirements.

The following recommendations are given by Neighborhood Units in order to better indicate the adequacy of existing and proposed play areas for each section of town. For location of Neighborhoods, see Population Distribution Map, page 9.

NEIGHBORHOOD UNIT 1

General

This unit is one of the more densely populated areas in Randolph and we estimate that it will continue to be so. Families of the southern portion can use Devine School facilities. However, the northern portion has no recreation facilities within a reasonable distance. Therefore it is imperative that some land be acquired and developed as a playground and park while land is still available.

Existing Recreation

There are no public recreation areas in this unit.

Proposed Recreation

New Elementary School Site – We recommend that 4 to 5 acres of this site located north of Pond St. be developed to include facilities for softball and touch football, as well as a paved area and a fenced apparatus area for the school children.

NEIGHBORHOOD UNIT II

General

This unit is a relatively densely settled area and is expected to continue as such. Although there are two existing recreation sites the facilities available are quite limited.

Existing Recreation

1. Little League Field – This baseball field is located on a 1.5 acre parcel of Metropolitan District Commission property on High Street. It is well maintained, having backstop, bleachers and dugouts, with fencing around the entire field.

2. Devine Elementary School Site – This 8.5 acre site has about 6 acres available for a playground. Facilities include one basketball court, one softball diamond, a set of playground equipment and a sizable open area. The playground is poorly maintained.

Proposed Recreation

1. Little League Field – The site should be expanded to at least 2 acres with touch football field delineated and an apparatus area added. This minor expansion will better serve families in the north portion of Neighborhood Unit II and yet would require a minimum investment in this Metropolitan District Commission property. Ultimately it would seem that this tract should be conveyed to Town ownership to insure playground space for these families.

2. Devine Elementary School Site – Facilities should be expanded to adequately serve the School population as well as the families now living in the vicinity. An additional 3.5 acres (see Master Plan) should be acquired immediately and recreation facilities should be expanded to serve North Randolph as a comprehensive playground.

3. New North Randolph Junior High School Site – Athletic fields and other playfield areas should be created in conjunction with the construction of this school. This site would then serve as the major sports area of North Randolph.

4. New Reed Street Elementary School Site – We recommend that this 11-acre Town-owned parcel be fully developed as a playground when the building is constructed.

5. Pauline School – We recommend that this building, at some future date, be converted to a community center for North Randolph. The existing site should be developed as a small park.

NEIGHBORHOOD UNIT III

General

Unit III is now mostly forested upland and has a large capacity for additional residential development. Thus we believe that a park and recreation site will be needed for future service to this unit. Land costs and suitability will determine the precise location of this site.

Existing Recreation

There is no public recreation land in this unit.

Proposed Recreation

New Park and Playground Site – We recommend that a four to five acre site be developed as a small park and playground to serve the growing needs and eventual capacity of Unit III.

NEIGHBORHOOD UNIT IV

General

Subdivisions in the vicinity of Stetson Park and Isabell Circle account for most of the population in this unit.

Existing Recreation

There are no public play areas or parks within this Neighborhood Unit.

Proposed Recreation

1. Lyons School Site – We recommend that a comprehensive playground be created to serve portions of Neighborhood Units IV and V as well as the school children. Recreation facilities should be expanded to include more field sports and a large apparatus area.

2. New Playground Site – We recommend that a 4 to 5 acre site on North Street east of Scannel Road be designed to include a small neighborhood playground and park to serve residents of this area. Its location will enhance the proposed adjacent neighborhood shopping center site.

NEIGHBORHOOD UNIT V

General

Even though this unit is now over half filled with homes there are no adequate developed recreation areas to serve these families.

Existing Recreation

1. Belcher School Site – This fenced .6 acre site presently contains the school building, a paved area, and one set of playground equipment.

2. Lyons School Site – Present facilities are but a single baseball field and a small apparatus area.

3. Little League Field – There is a well established ballfield located on Town land adjacent to the Town Highway Department.

Proposed Recreation

1. Belcher School Site – The existing site should be enlarged by the use of the two small adjacent Town holdings and the closing of School Lane to vehicular traffic. School Lane might eventually be converted to a landscaped pedestrian mall and the expanded site intensively developed for school and family use. At such time as Belcher School is no longer needed by the School System, it might well serve as a Community Center for central Randolph.

2. Lyons School Site – This spacious playground site should be more fully developed to adequately serve existing school demands as well as families in Neighborhood Units IV and V.

3. Little League Field – We propose that the existing area be enlarged to include a skating pond, a free play area and a fenced apparatus area.

4. New Norroway Pond Junior High School Site – This site could be developed as a playfield for the school should it be used. Provisions should be made for sports such as football, baseball, softball, girls' hockey, tennis, soccer and other sports as well as a few playground features (paved areas, apparatus, etc.) The location adjacent to Norroway Pond provides an excellent opportunity to create a park-like setting for this site.

5. New Playground Site – We propose that the ten acres of unused land between Nelson Drive and West St. (to the rear of existing residences) be acquired for public use as a Neighborhood Playground. Facilities could include various court and game areas and an apparatus area. Pedestrian easements could be developed from West St. and Cross St. and a portion of the land should be a small park.

NEIGHBORHOOD UNIT VI

General

The northern section in the vicinity of Chestnut St. contains the only area of concentrated residential development. There is much buildable land in this unit and we anticipate that the population will more than triple. Thus reservation of land for public use now is a must.

Existing Recreation

Tower Hill School Site – This small site, containing no organized sports areas and but one set of playground equipment, is the only public land in this Unit.

Proposed Recreation

1. Tower Hill School Site – The playground facilities should be expanded to better serve the school children and nearby homes. When the building is abandoned by the school system it should be retained as a Community Center for the Tower Hill area.

2. New West Randolph Elementary School Site – We strongly recommend that adequate playground areas and a small park be created in conjunction with the school construction.

3. New Playground Site – We propose that a 5–6 acre site in the vicinity of West St. be acquired for future development when residential density becomes great enough to warrant a playground and park.

NEIGHBORHOOD UNIT VII

General

Unit VII encompasses the major commercial center and the governmental center of the Town. At ultimate growth it will be the largest neighborhood in Randolph. It is anticipated that about one-fourth of the land area will eventually be used for commercial and industrial purposes.

Existing Recreation

1. Junior-Senior High and Stetson School Site – This 20-acre site is the most highly developed play area in Randolph. Existing facilities include a football field, a track, a baseball field, three soft-ball areas, two tennis courts, a paved basketball court and a set of playground equipment.

2. Prescott School Site – The existing .7 acre site and building have recently been voted to be sold by the Town.

Proposed Recreation

1. Junior-Senior High and Stetson School Site – We propose that the 10-acre woodland tract south of the Athletic Field be acquired. This land now vacant would augment the limited space available for playground and playfield facilities when the proposed Elementary School is constructed near Stetson School.

2. New East Junior High School Site – Athletic Fields and other playfield activities should be constructed in conjunction with the proposed school building.

3. New Playground Site – We propose that a 3-acre site by Willard Terrace be acquired by the Town for future development as a small community playground.

NEIGHBORHOOD UNIT VIII

General

The majority of the present families are concentrated in the northern part of Unit VIII. We estimate that this Unit will eventually triple in population. Therefore the Town should now acquire public land for future needs in South Randolph.

Existing Recreation

McNeil School Site – This small site now contains but one basketball court, one set of play equipment, and a sizable paved play area. It is dangerous because there is no separation of vehicular and pedestrian areas.

Proposed Recreation

1. McNeil School Site – We propose that vehicular drives be clearly defined, preferably by curbing, and unpaved play areas returfed. South of the play area is a fine grove of trees which should be groomed to form a small park. Ultimately it would serve as a public recreation building and branch library for southeast Randolph.

2. New South Randolph Elementary School Site – We recommend that a three to four acre portion of the proposed Elementary School site be developed in the near future as a small playground. When this School is built a full complement of playground areas and equipment should be included in the construction.

3. New Playground Site – We recommend that the Town reserve a four to six acre parcel in the extreme southern portion of Town. This could be done when residential development in this area intensifies and subdivision plans are filed. It would seem logical to include the pond shoreline as part of this playground so that fishing and skating might also be available to the public.

PROPOSALS FOR PARKS

FANNIE BELCHER PARK

This 16.5 acre of town land near the Town Center contains only a Boy Scout cabin and some neglected play equipment. It is recommended that this site be developed as a Neighborhood Park with facilities to include open turf areas, cleared paths, picnic areas, water features, and play equipment.

NORROWAY BROOK PARK

We propose that the Town acquire a portion of the low land associated with Norroway Brook and Norroway Pond (see School and Recreation Plan). This would permit the Town to 1) control a major surface drainage channel of the Town, 2) hold this land for future development as a park or series of parks, 3) prohibit building on this marginal land.

SOUTH RANDOLPH TOWN PARK

We propose that the Town acquire a 50-acre tract of land (see School and Recreation Plan) for a park to serve the residents of South Randolph. This public area would serve as a pedestrian way from South St. to Main St. Also, it would insure Town control of a major part of a vital drainage channel. It would be wise to acquire this land now while it is available at acreage valuation. Development could be delayed until later.

BUFFER PARK

We propose that at such time as Highland Ave. is subdivided for homes, a lineal park should be reserved to screen neighboring industries from these residences. This Park should roughly parallel the old Railroad bed and generally encompass the small pond and associated streams.

NEIGHBORHOOD PARKS

We recommend that small public park areas be created as a part of the numerous playgrounds proposed. This will provide a pleasant natural area for use by the nearby residents in their leisure time.

SQUARES AND PLAZAS

Town officials, as well as civic organizations and individual citizens should encourage the landscape development and maintenance of publicly used areas such as traffic islands, roadside planting strips, approaches to public and semi-public buildings, malls in shopping centers, etc., as a means of making the Town more attractive.

A PARK DEPARTMENT

We recommend that the Town establish a Park Department with a full time staff and necessary equipment for the continued improvement and maintenance of public areas. This new Department would replace the Shade Tree and Moth Department and relieve the Highway Department of much extraneous work.

PROPOSALS FOR RESERVATIONS

BLUE HILLS RESERVATION

The Metropolitan District Commission now owns over 850 acres in the northwest corner of Randolph. Despite recent construction of the two Expressways and the NIKE site, there still remain large tracts of untouched forest land. At Ponkapoag Pond, in the southwest section of the Reservation, only the Dorchester Boys' Club on the north shore, the Appalachian Mountain Club on the eastern end, and Fisherman's Beach, on the south shore, have invaded the natural beauty of this area.

The M.D.C. plans, at some future date, to create two public beaches and bath houses at Ponkapoag Pond, one in its northeast corner and the other in the southwest corner. We concur with the desirability of these proposals but strongly recommend that no further development beyond this proposal be permitted. We do suggest that the sizable undeveloped parcel on Canton St. be taken by the M.D.C. while it is still in a natural state.

GREAT POND WATERSHED RESERVATION

This tract of about 300 acres surrounding Great Pond is owned by Randolph, Braintree and Holbrook, some parcels jointly and others individually. This area will be somewhat reduced as Braintree continues to enlarge the Pond. At such time as Great Pond is no longer needed for water supply, or where improved water purification methods will permit multiple use of watersheds, this land could be transformed into a regional recreation area. The M.D.C. has expressed interest in this land and we recommend that this agency, rather than a Town or group of Towns, develop it.

COCHATO RIVER LOWLAND

We suggest that the marsh area along this river be classified as Flood Plain Zone in order to retain it as a natural area for wildlife preservation and to inhibit building upon it.

SOUTH RANDOLPH SWAMP

We recommend that the low land west of Main St. and south of Stoughton St. also be designated a Flood Plain Zone for the same reasons.

PROPOSALS FOR SPECIALIZED RECREATION AREAS

SWIMMING

Fisherman's Beach, located just across the town line in Canton on M.D.C. controlled Ponkapoag Pond, is the closest swimming area for Randolph residents. This small beach has a capacity for only 120 persons, dressing facilities are primitive and only about 20 cars can be parked. Randolph furnishes the lifeguard in return for bathing privileges for residents of the Town.

There are several possibilities of increasing swimming facilities for the Town's residents. They are as follows:

1. In 1956 a report on M.D.C. development plans indicated that two proposed beach areas on Ponkapoag Pond were of "high priority". These proposals would be of great benefit to local residents at no direct expense to the Town.

2. The 1956 M.D.C. report further stated that the Great Pond watershed area would be a desirable acquisition when the Pond is no longer needed as a source of water for bordering towns.
3. Norroway Pond in the heart of town would be a "handy" as well as attractive swimming area if its depth and the purity of its water can be made satisfactory.
4. A town pool of 10,000 square feet might be constructed to serve the entire population, or three to four standard 35' x 75' pools and bathhouses could be built in various sections of the Town.

We recommend that the Town further investigate Norroway Pond as a public recreation area which could be integrated as a part of a proposed school site. In this way, play areas, parking and locker facilities of the school could serve a dual function; for school activities during fall, winter, and spring, then for bathers' convenience during summer months.

We recommend that the Town should not now build an outdoor swimming pool. In view of the short summer season, the high cost of installation, and the other pressing needs of the Town, we believe the Town cannot afford such a luxury.

It is suggested that more practical approaches may be either to incorporate indoor pools in the design of the proposed Junior High Schools or to have outdoor facilities privately sponsored by a local civic group.

SKIING

Because of the unpredictable amount of snowfall in this region it would be unwise for Randolph to invest in a ski area. Within a few miles of the town center there is an M.D.C. ski slope which offers as much as any other ski development south of Boston.

SKATING

Randolph now has a small skating rink near the Highway Department barns on North St. Also used are Norroway Pond and many upland swamp areas. Possible additional local rinks might be had by flooding the tennis courts and other paved play areas of the various school sites. Use of such areas precludes any danger of youngsters skating on thin ice on deep ponds. In addition, the M.D.C. operates the Max Ulin skating rink with artificial ice in nearby Milton.

TRAFFIC CIRCULATION

PURPOSE

In general, the street system of Randolph has grown only as traffic demands on a particular street have resulted in improvements to that street. To date little thought has been given to the overall interrelationship of all streets as to type, use, volume, construction, and future traffic needs. The purpose of this portion of our report is to analyze what conditions prevail now, and then to develop a pattern of circulation, based on the existing street structure, which with modernized design and construction standards, will adequately serve the Town's growth during the next twenty-five years.

GENERAL CIRCULATION

The present basic traffic circulation pattern provides a reasonably direct route for any desired line of travel in or through town. Main St., (Route 28) is the major north-south commuter route through town and is logically the "backbone" of this pattern. North St., from Crawford Sq. to Braintree, also serves, although in a much lesser way, as a north-south through town route. The east-west streets, South, Union, Warren, West, Liberty, Grove, Oak, Canton and Pond, all serve primarily as lateral feeders from residential areas and abutting towns to arterial Main and North Sts. Some of them, South, Union, Warren, Canton, Oak and Pond, also double as cross-town routes for intertown traffic. In addition, these laterals provide within the town a loop type circulation pattern which is highly desirable for efficient service

from fire apparatus, school buses, snowplows and home delivery businesses. Because a good basic pattern is in evidence our proposals are, for the most part, only modifications and minor additions which will improve this pattern and insure freedom of traffic circulation in Randolph.

GENERAL CONDITIONS

Many of Randolph's streets are in generally poor condition. Residential and commercial development has interfered with right-of-way widenings and has forced such widenings to encroach upon building setbacks, parking lanes of shoulders, planting strips, and sidewalks. Obsolete construction is now in evidence, in the form of settling pavement, frost heaves and other roadway flaws. Several streets, some of potential value as local arteries, are unpaved, undrained and rutted. Many streets intersect poorly, some at acute angles or at curves, causing hazardous approaches, while others are dangerously wide and without safety islands. Except for recent subdivisions, there are few residential streets having paved sidewalks protected by curbing, and many well traveled roads have no sidewalks at all. However much can be effected by initiating a highway improvement program and by establishing adequate standards of design and construction, it is too much to expect that all present defects can be overcome at once.

TRAFFIC VOLUME

We have surveyed all available traffic data from the records of the District 6 Office, Massachusetts Department of Public Works and, coupled with our many field observations, have made the following summary of daily volumes. Main St. (Route 28) carries by far the greatest volume of traffic, averaging over 14,000 vehicles per day. The second most used route is Union St. (Route 139) which carries about 8,500 vehicles. North, South, and Warren St. traffic loads all average around 3,000 vehicles while Canton and Center Sts. each approximate 2,500 vehicles. All other important streets in Randolph appear to have traffic volumes below 1500 vehicles per day and most residential streets are estimated to have fewer than 500 daily users.

ANTICIPATED INFLUENCES IN TRAFFIC CIRCULATION

In considering the future traffic needs of Randolph we have allowed for the following influences. Some of them will be recognized soon after the opening of the new expressway system while others will become evident only after the development of the town has progressed to a greater density.

Two Limited Access Highways, the Fall River Expressway and the Circumferential Highway, are expected to be opened for public use in 1960. These two new routes will effectively reroute a great quantity of traffic now passing through Randolph. It is estimated that Route 28's volume will be reduced to about half the present load. A significant drop in use will also be noticed on North St., although not as great as that on Route 28.

The Two New Interchanges associated with these new expressways will become the focal points of a vast majority of the through-town traffic in Randolph. Thus streets leading to them will become the most desired ways of travel.

The Industrial Development which is regarded as some day inevitable along these new expressway frontages will open new places of employment and consequently establish additional or entirely new commuter travel lines within the town.

Route 139, which now terminates in Randolph Center is presently under consideration for improvement and extension, via Warren St., to Stoughton Center. It is further contemplated by State Officials that this route may some day be relocated from a point in Holbrook to the Avon interchange of the Fall River Expressway in order to completely by-pass Randolph's congestion.

The Average Annual Increase in traffic volume (about 3%) will continue to require better streets and highways. Factors causing this increase are the continued development of suburban land, the steady growth in motor vehicle ownership, and the increased use of trucks as freight carriers.

BASIS OF CLASSIFICATION

We have reduced the many categories of highway classification which are in common use to the four main types most applicable to Randolph's Street System. These are as follows:

Expressway – (over 20,000 vehicles per day) – A four to six-lane divided highway having limited access and providing uninterrupted travel to through traffic (e.g. Route 128).

Major Street – (4,000 to 20,000 V.P.D.) – A through traffic highway, desirably four although sometimes three lanes, which has traffic control features to expedite traffic flow (e. g. Route 28).

Secondary Street – (750 to 4,000 V.P.D.) – A two-lane road which is primarily intended and used as a collector street in a residential area, or an intra-town route, or a minor intertown route (e.g. North Street).

Local Street – (under 750 V.P.D.) – A two-lane road with the principal function of serving the residences abutting it (e.g. Desmond Rd. or Darrell Drive).

DESIGN CRITERIA

To insure that both new and renovated streets will be adequate in future years, Randolph needs a modernized set of design standards. For this purpose we have prepared the following table. Expressway standards have been omitted because they are not within the domain of the Town.

DESIRABLE DESIGN CRITERIA

	Major 4,000–20,000	Secondary 750–4,000	Local Under 750
DAILY TRAFFIC	4,000–20,000	750–4,000	Under 750
RIGHT-OF-WAY	100'	60'	50'
TRAFFIC LANES	Four – 12'	Two – 12'	Two – 10'
SHOULDERS	Two – 8'	Two – 6'	Two – 6'
PLANTING STRIP	Two – 10'	Two – 6'	Two – 5'
SIDEWALK	Two – 6'	Two – 6'	Two – 4'
DESIGN SPEED	60	50	30
MAXIMUM GRADIENT	4%	5%	6%
MAXIMUM HORIZONTAL CURVATURE	5°	7°	20°
MINIMUM SIGHT DISTANCE	1,000' *	800' *	600' *

* = Passing Sight Distance – To be provided as frequently as possible.

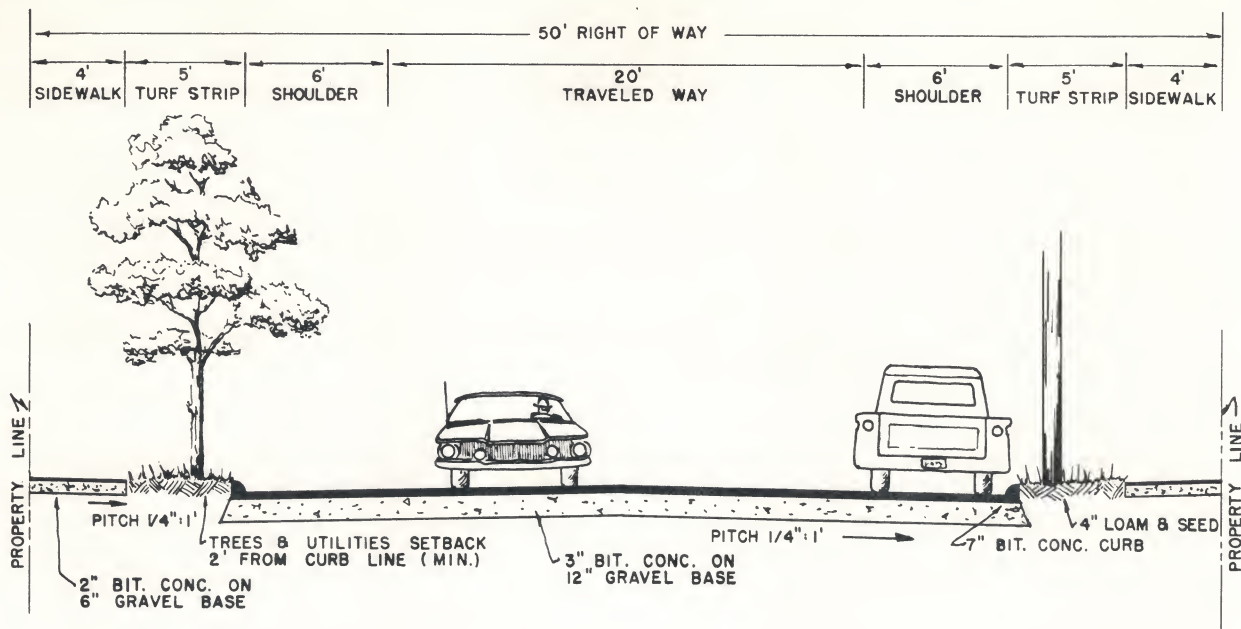
The most important need of the Town's many streets is enough lateral expansion space for future widenings. This is usually accomplished by the reservation of right-of-way widths which will allow the size and number of traffic lanes, shoulders for emergency parking or snow storage, planting strips for utility easements or street trees, and sidewalks for pedestrian traffic ultimately needed by the class of the individual street. Where existing or proposed streets pass through undeveloped land a full right-of-way width can and should be reserved. However, in built up portions of Town such reservations are often impractical, if not impossible, and design criteria must be altered to meet the needs of the particular problem. It is suggested that as redevelopment of built-up frontages takes place along streets suffering from width restrictions, steps should be taken to acquire wider right-of-ways. Thus in time full street widths may be attained.

Once sufficiently wide right-of-ways have been reserved, the remaining standards can be attained wherever needed. For example, pavement and shoulder widths need be increased from lesser widths to those recommended only as traffic demands require it. Similarly curbing, planting strips and sidewalks need be introduced only when houses are built.

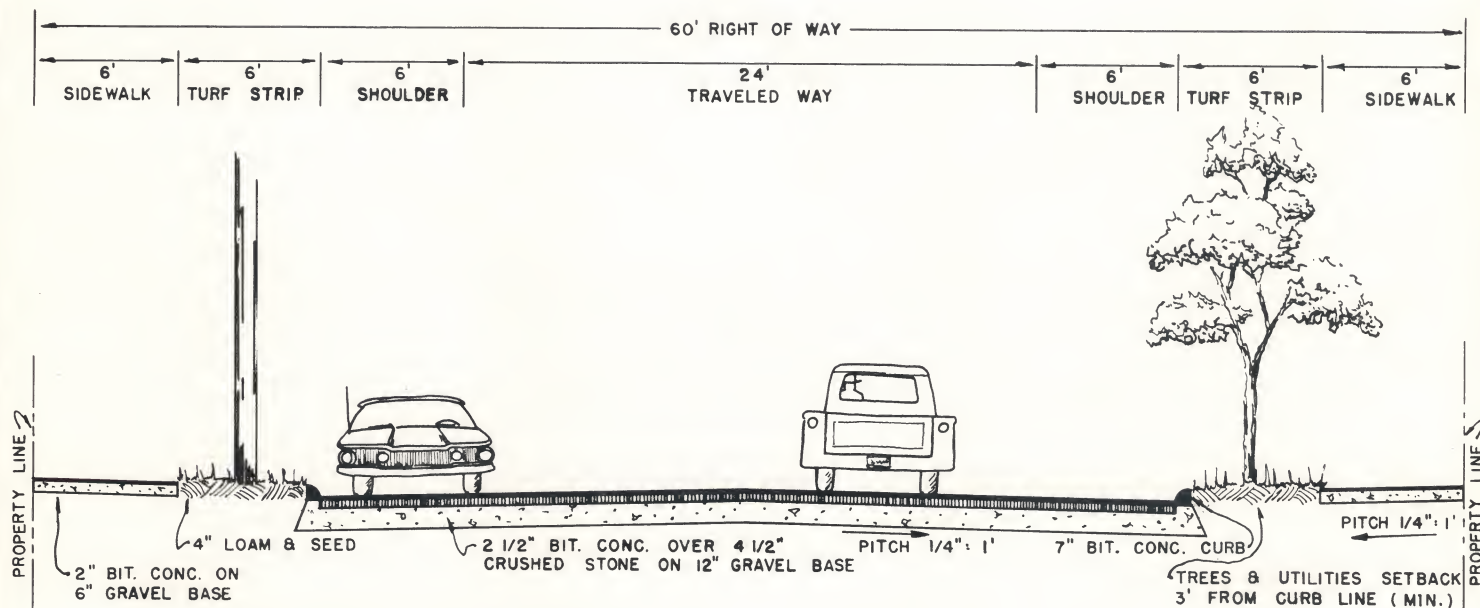
FUTURE ROADS FOR RANDOLPH

EXPRESSWAYS

The opening of the Fall River Expressway, Route 24, and the Circumferential Highway, Route 128, in 1960 and the completion of the Southeast Expressway shortly thereafter will terminate the Expressway System presently planned for the South Shore Region. (See Regional Map, on cover). It is believed that



LOCAL STREET



SECONDARY STREET

PROPOSED TYPICAL CROSS SECTIONS TOWN OF RANDOLPH



these routes will undoubtedly be the only highways of this caliber to be constructed close to Randolph for the next twenty-five years.

MAJOR STREETS

Route 28, Main St., and Route 139, Union St., are now the only major streets in the Town and our plan is based on the assumption that they will continue to be so in future years.

Route 28 (Main St.)

In view of the expected decrease in through traffic on Route 28 when the new expressways open, it is felt that this route at its present width will adequately serve future traffic needs for at least 15 years. A quick calculation reveals that if the traffic decreases to half present volumes, it will require over 20 years at the present average annual increase to approximate present traffic volumes.

There are however two major areas of congestion and traffic hazards which should be alleviated; the commercially developed sections of North Randolph and Randolph Center. In both cases we propose that curb parking be banned and that off-street parking be provided. In Randolph Center we also propose the installation of median strips with stacking lanes to facilitate traffic flow as well as assure maximum pedestrian safety. These improvements are covered in greater detail in the "Parking" section of this Report.

There are several intersections along Route 28 (at Pond St., Canton St., Warren St. and Union St.) which should receive prompt attention. These will be described individually later.

Eventually, in 15 to 20 years, traffic demands will require that major improvements be made to Route 28. At this time all of Main St. should be made a four-lane through route. This will require taking additional right-of-way width in some sections and parking will have to be banned where structures prohibit pavement widening. It may also become necessary to use more traffic lights, safety islands, and other traffic control devices to expedite traffic flow at intersections and at entrances to commercial districts. There are two steps that can be taken now to ease this eventual problem. The first is to guide commercial development away from the immediate roadside frontage (strip or ribbon development) of Main St. and into pre-planned areas of business activity (shopping centers). This subject is explored more fully in the Business District Section, Page 10. The second step, of equal importance, is the enforcement of setbacks along Main St. which will allow the widening of this route without creating a hardship on abutting property owners. Both steps would be controlled by the Zoning Laws of the Town.

Route 139 (Union St.)

The opening of the Fall River Expressway is expected to create a much greater demand in east-west traffic flow through Randolph Center than ever before. State Officials are contemplating the extension of Route 139 via Warren St. to Stoughton Center. Such a routing will force a very heavy load upon Main St., especially the Warren St. intersection, and very possibly create a conflict between through traffic and shopper traffic. We recommend therefore the following immediate changes in traffic flow.

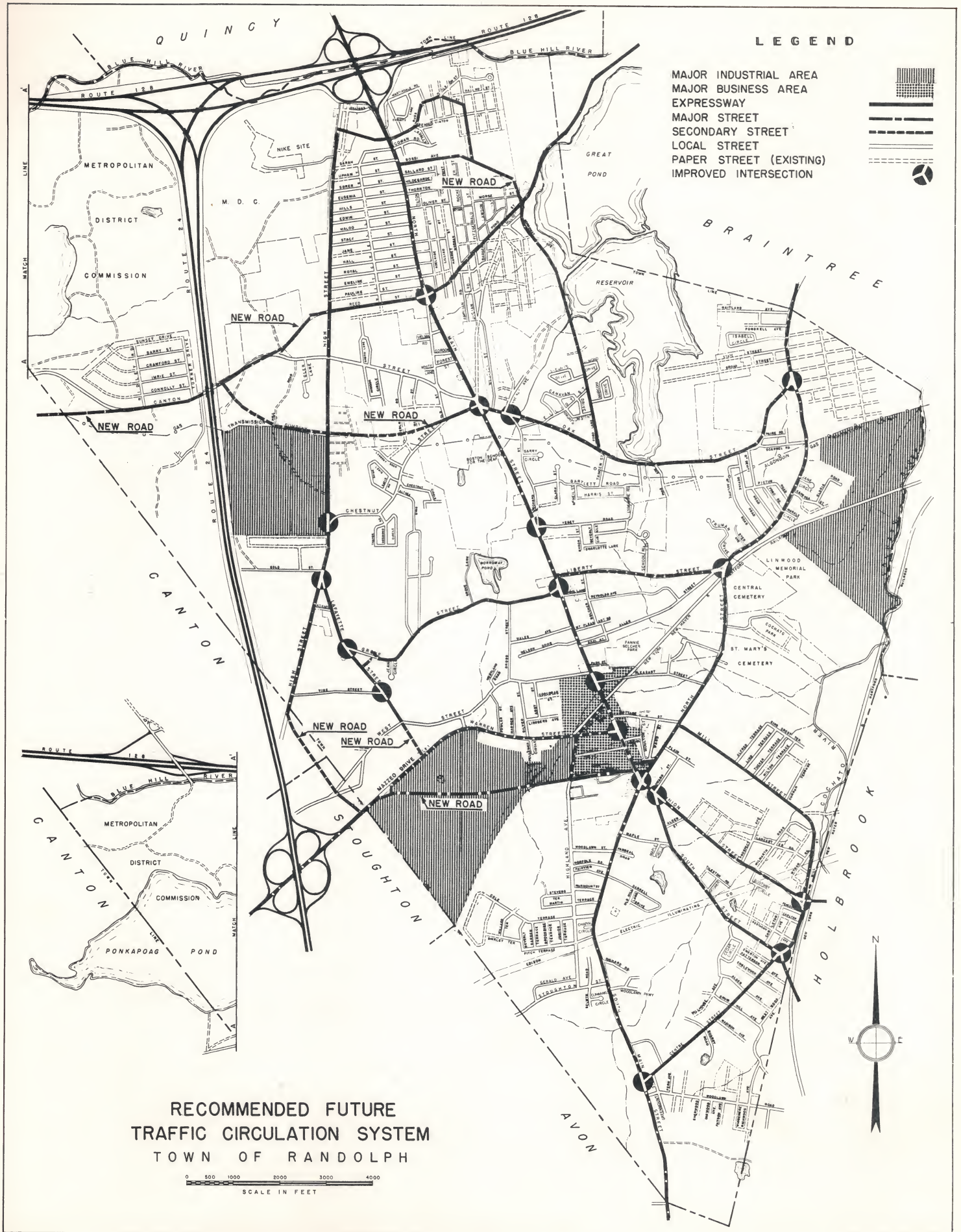
These would be effective yet inexpensive:

Warren St., from Main to Depot St., should be made one-way west, and eastbound traffic should use either Depot St. or Highland Ave. and Memorial Drive to reach Main St. This change would require only minor adjustments in the Warren St.-Main St. traffic light and the reconstruction of Highland Ave. from Warren St. to Memorial Drive.

Long-range improvements recommended for this route, when traffic demands require it, are the widening of Union St. to four lanes, the improvement of Crawford Sq. with channelizing islands and traffic lights, the installation of median strips on Memorial Drive, and the extension of Memorial Drive through "Bear Swamp" to join Mazzeo Drive near the Stoughton town line.

SECONDARY STREETS

In the future many of the present streets will serve as the secondary circulatory system of the Town and therefore should have minor adjustments in horizontal and vertical alignment and an increase in width to meet, wherever possible, the proposed design standards. Such improvements would encourage traffic to use them as alternate through traffic routes and ease traffic volume in many busy intersections and on many local residential streets.



The following streets need only minor improvements to existing ways:

- | | |
|------------------------------|--|
| A. Center St. | - South Main St. to Union St. |
| B. South St. | - Union St. to Holbrook town line. |
| C. Mill St. | - Union St. to North St. |
| D. Warren St. | - Main St. to Mazzeo Drive. |
| E. Depot St. & Highland Ave. | - Main St. to Cole Terrace |
| F. Grove St. | - Main St. to Lafayette St. |
| G. Liberty St. | - Main St. to North St. |
| H. North St. | - Crawford Sq. to Braintree town line. |
| I. Pond St. | - Main St. to Braintree town line. |

We also recommend the following improvements involving new construction:

- A. **High St. and Lafayette St.** - Scanlon Drive will soon be built from a point opposite Russ Street at its intersection with North Main Street, to High Street. High Street should then be surfaced from Scanlon Drive to the intersection of Lafayette St. and High St., with a pavement width to meet proposed design standards. Lafayette St. should also be realigned and widened from High St. to West St. and extended across West St. to intersect Mazzeo Drive. We recommend that this project be started in the near future on a piecemeal basis and continued as extra funds become available.
- B. **High Street Extension** - We propose that at such time as the proposed High Street Industrial Area requires better expressway access, High St. should be extended to the southeast through portions of Canton and Stoughton to align with Fay Way and give access to Mazzeo Drive. This road should be of heavy duty construction in order to allow heavy truck traffic to by-pass a majority of the residential area.
- C. **Canton St. and Reed St.** - We recommend the relocation of the western portion of Canton St., shown the Traffic Circulation Plan, as proposed by the Canton Planning Consultant. Easterly from this relocation, existing Canton St. should be improved to meet the proposed design standards. Upon reaching Reed St. (a street existing on paper only between Canton and High Sts.) a road should be built along the Reed St. right-of-way to High St. Existing Reed St. east of High St. should be improved and extended to intersect with North Main St. to form a four-corner intersection with Pond St. (See Intersection Proposal, Page 40). This recommendation would (a) reduce traffic on narrow sections of residential Canton St., (b) divert traffic from this Canton St.-Main St. intersection and (c) provide access to the Reed St. Elementary School site.
- D. **Oak Street** - The hazardous curve opposite Scannell Rd. should be made less severe by the construction of a larger radius curve. This entire street, from North Main St. to North St. should eventually be improved to design standards.
- E. **Pond Lane Extension** - Pond Lane should be extended northward crossing Pond St. near Norroway Ave. and tying into Bossi Ave. in North Randolph. This would be a future circulation route to be built only when residential development and the North Randolph Elementary School site demand such a route.
- F. **Bossi Ave. Extension** - We recommend that Russ St. and Dorr St. be improved to meet design standards and that Bossi Ave. be extended to meet Pond Lane Extension at Pond St. and allow access to the Elementary School site.
- G. **New Cross Town Street** - A new road should be built from Canton St. at the Route 24 overpass, crossing High St. beside the Algonquin Gas transmission line and continuing on to intersect Chestnut St. at Old St. Chestnut St. should then be improved to North Main St. This new route would expedite cross-town traffic flow as well as affording excellent access to the proposed industrial site in that area.

LOCAL STREETS

The complexities of land ownership and the possibility of individual development of each parcel makes it inadvisable for us to attempt to determine the layout of Randolph's minor streets. The layout of most minor streets has been and will continue to be left to the discretion of the individual land de-

veloper. Therefore it is the Planning Board's responsibility to insure, insofar as possible, that proposed minor streets be laid out in the best interests of the Town. This means a continuing process of checking all subdivision plans which are submitted to the Board against the Master Plan, to make sure minor streets will conform.

However the following local streets should be constructed for the benefit of the Town:

- A. **School Road** from Liberty St. to Lyons School. This project, now under construction, will reduce the amount of school busing required by pupils of this school and also reduce the volume of traffic on Vesey Road from Main Street.
- B. **Essemble Road** should be extended from Vesey Road to Foss St. to allow access to the school site from Oak St.
- C. **Old Street** should be closed from Intervale Terrace to the Pond St. intersection in order to improve this intersection. The existing right-of-way could then be used as auto parking and as a pedestrian way for the Devine School and St. Bernadette's Church.
- D. To insure ease of access from southern portions of town Althea Road should be completed before the proposed nearby elementary school is constructed.

Street Construction Standards

In order to reduce maintenance costs of streets after acceptance by the Town, we recommend that the following steps be taken to raise the standards for land subdividers:

1. Require the adoption of improved design standards, as described on page
2. Refuse to permit permanent dead-end streets over 300' in length.
3. Wherever possible, require that loop roads be constructed.
4. Require that all utilities, including curbing, planting strips, street trees, sidewalks, storm drainage lines, water lines, electrical lines, gas lines, and fire alarm boxes be installed as part of the construction of new residential streets.
5. Adopt and make use of the betterment procedures available under Chapters 80, 82 and 83 of the General Laws of Massachusetts whereby beneficiaries pay the cost of many local improvements. (In 1958 alone \$23,000. was expended to improve and maintain local streets. If betterment principles had been applied, this amount could have been saved or used for improvements of benefit to all residents.)

INTERSECTIONS

The planning of intersections has so many variables (space available, traffic volume and flow, visibility, pedestrian traffic, etc.) that each intersection becomes an individual design problem. We have indicated on the Traffic Circulation Map, page 37, where faulty intersections occur.

In general, the following standards of design should be applied:

1. Intersections of more than four streets at one point should be avoided if possible.
2. Horizontal alignment and traffic control devices should favor predominant flow.
3. Pavement width should be no greater than that required by the street.
4. All corners should have a radius of at least 20 feet at the curb line and should have granite or concrete curbing around the arc of the corner.
5. Vertical and horizontal alignment should allow necessary vision and obstructions to it (structures, topography or plant materials) should be eliminated.
6. Two separate streets intersecting a common street should be made to align opposite each other or to have a substantial offset distance between them.
7. Street intersections should approximate right angles and in no case be less than 60 degrees.

Although there are many intersections in need of some redesign, we mention below only the prominent hazard areas of the two major streets. Here the following improvements should be made.

A. **Crawford Square** — At such time as Route 139 traffic becomes more dominant, this intersection should be restudied to favor this change. Redesign should include channelization of traffic (pedestrian islands) and the installation of appropriately timed traffic lights. (See Central Business District Map page 12.)

B. **Warren/Main St.** — The entrance to Warren St. (proposed as one way west bound) should be modified to align with the present Randolph Trust Company parking lot entrance to create an effective four-way intersection. The present Main St. entrances to the First National Store parking area should be closed and access to this lot via School St. provided. (See Central Business District Map.) The existing traffic lights at Warren St. could then be adjusted to meet changed traffic demands, giving preference to the parking lot entrance by the Randolph Trust Company.

C. **Pleasant/Main St.** — Minor adjustments should be made to align Pleasant St. with the proposed single entrance to the Fernandes Supermarket parking lot so that traffic may be controlled by either a policeman or, if necessary, a traffic light. (See Central Business District Map.)

D. **Vesey Rd./Main St.** — Orchard St. should be partially abandoned and relocated to intersect Main St. about 500 feet north of Vesey Rd.

E. **Canton/Chestnut/Oak/Main Sts.** — The Massachusetts Department of Public Works is now designing a new intersection which involves the use of pedestrian islands and traffic lights as well as the rerouting of traffic (Canton to be one-way west-bound; east-bound traffic to use Old and Chestnut Sts. to Main St.)

F. **Reed/Pond/Main St.** — Reed St. should be extended to intersect Main St. opposite Pond St. and Old St. should be abandoned from Intervale Terrace to Main St. This would create a standard four corner intersection and also provide additional space for residential development around Devine School.

G. **Union/Center St.** — Center St. should be subordinated and its approaches confined to a standard width intersection which would align with the Mill/Union St. intersection.

FINANCING OF THE HIGHWAY PROGRAM

As previously noted, many of Randolph's streets are in need of repairs and redesign. To be feasible, any highway program must be backed by available funds. We propose that an appropriation of \$25,000. be voted annually for this purpose. The amount is approximately that which would be saved by applying the Betterment Acts to local street improvements. These funds should be expended each year on a specific project needed by the Town (see Capital Outlay Schedule) as well as for those additional highway expenditures which always arise; or to supplement Chapter 90 Projects (see Misc. Street Improvements).

PARKING

Parking in the Town of Randolph is not an obvious problem. Curb space seems to fulfill most of the present minor needs and where parking demands are heavy, such as at the supermarkets, off-street facilities are available. The parking problem is more pressing than it appears however because, in order to alleviate congestion, through traffic should have the use of the full pavement width of existing streets. Thus there is a definite need for additional good off-street parking to replace the present curb parking.

There is now available sufficient well-located open area to create adequate off-street parking. However much of this area has not been developed and where development has occurred visual appearance, shopper convenience and efficient lot utilization have been sadly neglected in most cases. A few merchants have made improvements to their individual parking lots but most of these lots still fail to provide enough space. Only some of the supermarket parking lots approximate the quality and quantity of parking demanded by today's shoppers.

Well planned off-street parking is essential in attracting today's consumer. There are several basic requirements for good off-street parking; these include a paved surface with sufficient drainage to facilitate rapid drying, delineation of the parking pattern and traffic flow by painted lines, an orderly appearance of the lot (including the service areas of abutting stores) and convenient shopper access from lot to store. Other desirable features often incorporated in parking lot design are: night lighting, limited vehicular access for optimum traffic control, landscape treatment to include trees, shrubs and grass, pedestrian walks defined by curbing or variations in the paving and attractive building facades bordering the parking areas.

ANALYSIS OF RANDOLPH CENTER

For the purposes of this report, the business district of Randolph Center is divided into two sections, which will be referred to as the core area and the fringe area. The core area is bounded by Memorial Drive, Warren St., Moulton St. and Highland Ave. Within the core parking in any location is considered to be of benefit to all stores and therefore, as a rule, should not be the responsibility of the individual shopkeepers or land owners. The fringe area is the remainder of the business district; here parking is, and should be, either at the curb or provided by the individual merchants on their own premises.

THE CORE AREA

In order to better analyze existing conditions and development proposals, parking in the core area has been divided into three units. Unit I lies to the rear of the structures on the west side of Main St. and bounded on the north by Warren St. and on the south by Memorial Drive. Unit II lies to the rear of the structures east of Main St. and between the Corkin Bldg. and School St. Unit III is the area owned by the First National Store and the Randolph Trust Co. lying east of Main St. and north of School St.

Unit I had until recently, an estimated parking capacity of 180 cars of which only the 25-car lot on the corner of Main St. and Diauto Drive, the 20-car lot beside the Prudential Building and the 25-car lot in front of the bowling alley were paved. The remainder of the available space, much of it to the rear of the stores along Main St., was cleared level land (but otherwise unimproved) which was used primarily as the service area for deliveries. The rear facades of the Main St. stores were generally in good physical condition and were quite orderly in appearance, but warning signs discouraged shoppers from entering the rear doors.

In the earlier stages of the formulation of this Report we recommended that, "by the mutual cooperation of the Town and the abutting owners, a unified off-street parking area for approximately 200 cars be established from Memorial Drive to Diauto Drive approximately where shown on our plan. The land owners should either give or sell at a low price the necessary land to the town, and in return the town should build and maintain this public parking lot. In conjunction with this proposal the rear entrance to Main St. stores should be encouraged and the open space between these stores should be developed as pedestrian walks with appropriate benches, shade trees, etc."

Stimulated by the above recommendation the land owners concerned have recently completed paving this entire lot and its capacity now approaches 250 cars.

We recommend that when the new Post Office is constructed, a unified parking scheme be laid out to include the two abutting parking lots, thus providing a total capacity of 70 cars.

These parking spaces create an adequate parking nucleus and make the abutting open back land attractive to new business. In this manner a unified business center could grow, always having the convenience of adequate parking, yet free of the traffic congestion precipitated by on-street curb parking.

Unit II now has two paved parking lots with a total capacity of 55 cars; a 32-car lot abutting Short St. and a 23-car lot adjacent to School St. An undeveloped area capable of parking approximately 30 cars lies between these two lots and is used mainly for service to the stores on Main St. The rear approaches to these stores are generally shoddy in appearance and there is no provision for pedestrian access to Main St.

We propose that the area at the rear of the stores be fully utilized as a single parking and service area by an arrangement similar to that proposed for Unit I. If this area were graded, paved, and delin-

eated it would be capable of parking an estimated 125 cars. There should also be a general face-lifting of rear facades and the creation of shopper access to Main St. from the parking area.

Unit III now has a capacity of about 180 cars on one unified, paved, delineated lot. Much of this unit was constructed by the new First National Store and the Randolph Trust Company working in cooperation with each other.

We recommend that two of the existing Main St. access ways be abandoned and access be provided only from the corner of Main and School Sts. and from Main St. beside the Randolph Trust Company. (See Central Business District Map, page 12). This minor change would greatly aid in reducing traffic problems on Main St., yet without creating hardship on the establishments concerned.

Within the core area, Main St. and part of Memorial Drive should have minor improvements. These would include the elimination of curb parking and the installation of 10' wide pedestrian islands down the center of Main St. and along 400' of Memorial Drive. These changes would provide greater pedestrian safety, a greater traffic volume capacity and an increased ability to accommodate traffic generated by new business.

SUMMARY OF CORE AREA PARKING

Unit	Existing Unpaved	Existing Paved	Existing Total	Proposed Total
I	110	70	180	270
II	30	55	85	125
III	0	180	180	180
Total	140	305	445	575

THE FRINGE AREA

To the north of the core area the few businesses on Main St. from Warren to Depot Sts. have little need for additional parking because two businesses provide their own paved lots and the remainder are satisfactorily served by curb parking for 30 cars along Main St. The commercial establishments between Depot and West Sts. all benefit from the present 300 car paved parking area of Fernandes Supermarket. The current proposal to expand shopping facilities here includes increasing the parking capacity to over 500 cars. Since the 500 car lot will be ample in size, we propose that curb parking be banned on Main St. from Depot to West Sts. and on West St. for 500' from the Main St. intersection, thus preventing unnecessary traffic congestion. We also believe that the proposed development of the Fernandes property should include provisions for limiting vehicular access to abutting streets to provide a maximum degree of traffic control, as shown on the map of Randolph Center, page 12.

South of the core area there are three separate parking areas; a paved 28-car lot behind the Corkin Building which will continue to supplement core area parking, (unless used as the new Town Hall site) a gravel surfaced 25-car lot behind the Town Hall for Town employees, and parking for 40 cars around the First Congregational Church for church and library patrons. We believe that these areas are now adequate for the purposes intended. However, minor adjustments in the layout of the Church parking lot would improve traffic flow and general appearances. (See Central Business District Map.)

CURB PARKING BAN

With the aforementioned proposals in mind, it is felt that curb parking, except where specified on Main St., is unnecessary. Curb parking not only prevents the use of a traffic lane but also impedes traffic flow in the next lane during parking and unparking maneuvers. It is therefore proposed that parking be prohibited in the following areas of the Central Business District.

Union St.	- Crawford Sq. to South St. both sides.
North St.	- Crawford Sq. to Short St. both sides.
Short St.	- both sides.
Moulton St.	- both sides.
School St.	- both sides
Cottage St.	- Main to Moulton Sts. - both sides.
Depot St.	- both sides.
Warren St.	- Main to Depot Sts. - both sides.
Diauto Drive	- Main St. to the Bowling Alley - both sides.
Memorial Drive	- Main St. to a point 400' west - both sides.
Main St.	- Crawford Sq. to Warren St.

ANALYSIS OF NORTH RANDOLPH CENTER

We believe that the Business Center for North Randolph should be perpetrated in the vicinity of the Papp Block on North Main St.; however there is need for reorganization. The existing off-street lot is big enough but in such poor condition that many of the patrons park on the thoroughfare creating undue traffic congestion, especially during rush hours. Also, persons crossing this street often step from behind parked cars, or disembark from them, into the heavy traffic rather than using the nearby pedestrian way. Thus it is obvious why this area sustains one of the highest accident rates in Randolph.

We propose that the large off-street parking space now available be improved in conformance with the previously mentioned standards and that neat rear entrances to those stores be provided. This action would greatly reduce current dangers and should stimulate trade thus enticing new business to locate here.

CONSIDERATION OF SPOT PROBLEMS

There are several independent parking areas in the Town which indirectly create unnecessary congestion by forcing the use of curb parking and parking in areas built for service to others.

The Randolph Manufacturing Co. has an unpaved lot with a potential capacity of approximately 200 cars. At present, however, only an estimated 150 of the 200 or more employees who drive to work use this lot. The remainder park along nearby streets and in the First Congregational Church parking lot. The reason for avoiding the provided Company lot is because of its narrow access which seriously delays users during rush hours. We propose that the Randolph Manufacturing Co. pave and re-organize its lot so as to fully utilize its potential of nearly 200 cars. Access to the lot should be improved and, if possible, a second access should be provided. Also, employees of the company should be encouraged to use this lot and should be discouraged from using curb parking on nearby streets. Quite possibly these improvements could be incorporated in the expansion program anticipated by the company in the near future.

Chase and Sons, on the corner of Warren St. and Highland Ave., has parking for over 25 cars on the periphery of its property, immediately next to Highland Ave. Although this area is not now congested, any great increase in traffic volume such as that caused by our proposal to reroute east bound Warren St. traffic, would make it congested. Therefore we suggest that the company plan now for an off-street parking space because this will eventually become a necessity.

Many of the smaller individual establishments in Randolph do not provide adequate parking and depend upon curb space for their patrons' use. While this is a saving to the shop-owner, it often impedes through traffic and therefore is detrimental to the community. To reduce this problem we recommend that the Town require off-street parking space as an integral part of the development of any new business or industrial property. Since parking requirements vary greatly, depending upon the intended use of the structure, we suggest that the Building Inspector be made responsible to judge the parking space required for each new building.

STORM DRAINAGE

The proper collection, piping and disposal of water from rain and melting snow in Randolph is now a vexing problem. While most major streets do have adequate storm drainage lines, many of the secondary streets have little or none (see Storm Drainage Map, page 45). Many small, independent drainage systems have been installed (especially in recent subdivisions) but only to solve local flooding conditions; many of them being discharged into the nearest vacant lowlands. Town records of these lines are vague and often incorrect. Pipe capacities are often only enough to overcome individual problems. It is obvious that overall planning is needed.

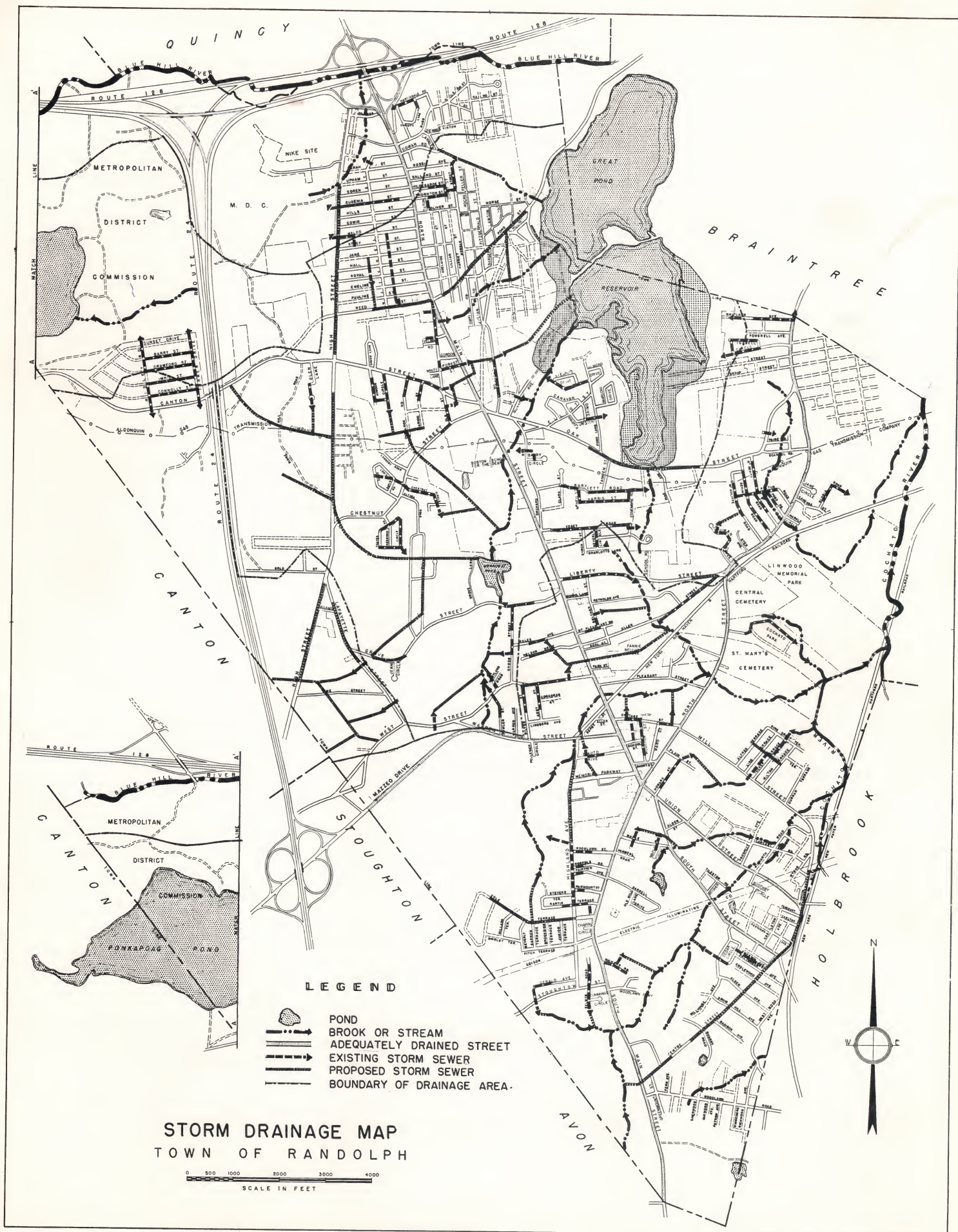
To fully evaluate the problems of storm drainage in Randolph we engaged the firm of Weston and Sampson, Consulting Engineers, to survey existing conditions. They found that Randolph has six distinct drainage areas (shown on the Storm Drainage Map) which discharge into the following rivers and ponds:

1. **Blue Hill River** - Draining 1.24 square miles in north Randolph.
2. **Ponkapoag Pond** - Draining .89 square miles in northwest Randolph.
3. **Great Pond** - Draining 3.27 square miles in central Randolph from Lafayette and West Streets to the Pond.
4. **Cochato River** - Draining two distinct areas totaling 4.48 square miles along the entire eastern portion of Randolph and Bear Swamp.
5. **Reservoir Pond in Canton** - Draining .62 square miles in western Randolph near the Fall River Expressway.

It is noted that the topography of the Town is generally favorable for good drainage. Most of the many brooks and streams have sufficient drop to insure flow without backflooding, although this is not true of the Cochato River.

We recommend that a detailed storm drainage plan be made for the entire Town to serve as a guide for the size and location of pipes of future installations. To initiate such a plan the following steps must be taken:

1. The Town should make an accurate survey of all storm drainage lines as they exist. This is an essential in the planning of future lines.
2. Because the Town does have good natural drainage, the major water courses of the Town should be publicly controlled or protected by individual deed covenants from development. This would insure the use of the major water courses as "trunk lines" and greatly reduce the capital outlay involved in establishing a good drainage system. These brooks and streams are also of value as scenic recreation areas (see Recreation Report).
3. A detailed storm drainage plan should be evolved capitalizing on the six drainage areas of the Town and the water courses therein. Existing lines should be integrated into such a plan, but care should be taken not to exceed the capacities of these lines. The proposed plan would serve as a general guide for storm drainage systems to be installed in any future private developments or public road improvements. On the accompanying map we have shown the several major lines and other minor connector links which are needed. Ditches could be temporarily used in open areas until future intensive development forces installation of pipes. Pipes, when permanently installed, as under roads and in subdivisions, should be large enough to accommodate ultimate development of the drainage area in question.
4. The Town should use the Betterment Acts to defray the costs of storm drainage improvements in the Town. We propose that pipe lines of 15 inches or less be paid for entirely by the benefactors while larger pipe sizes would be partially paid for by the Town. We further propose that benefactors be assessed on a basis of percent of drainage area owned by them rather than on the normal street frontage standard used by many towns.
5. By existing statutes the Town is responsible for storm drainage of any town-owned street and could be held liable for damages resulting from insufficient or poorly designed drainage systems. Thus it behooves the Town to require adequate standards of layout and installation of such drains prior to acceptance of the streets which they serve.



SANITARY SEWER

The Randolph Sewer Commission anticipates that sewer service to Randolph Center will be available in 1960 and to the North Randolph area in 1962 (see Sewer Map, page 47). A 36" main trunk line which will have a maximum capacity of 3 million gallons per day is now being installed. This line, following the railroad right-of-way, connects into the Metropolitan District Commission Sewer System via Braintree.

After having studied the possibility of servicing the entire Town we wish to present the following observations (shown on the Sewer Map).

1. Present plans, when completed, will fulfill the immediate needs of the Town by servicing the two high density areas. About 2.5 square miles of the Town will be capable of being served by these planned trunk lines with normal expansion of the service lines.
2. With the addition of three main lines, another 3.2 square miles could be served by gravity flow. Thus nearly 6 square miles of the Town is easily serviceable.
3. Any further expansion of the system to service the fringe areas, much of which in any case is undevelopable, would be relatively expensive because it would involve the use of pumping stations.
4. The amount of sewerage is directly proportional to the population density, which is in turn controlled by the zoning laws. Any increases in the planned density by the allowance of multi-family apartment houses would increase the pipe size requirements of the sewer system and might over-burden them. This factor is a major reason for our proposal to restrict housing to single or duplex family units (see Zoning Section, page 52).

We recommend that a detailed plan for sewer service be made showing major pipe locations and the sizes required. This should be done before additional development restricts the location of sewer easements which will be necessary. Some areas, principally along Main Street, will require only expansion of the planned system while others will need additional trunk lines. This detailed plan would serve as a Planning Board guide in requiring developers to plan for sewer easements which would adequately serve ultimate development of their area. The Sanitary Sewer Master Plan prepared a few years ago by Camp, Dresser, & McKee would serve this purpose if it were revised to include the current program.

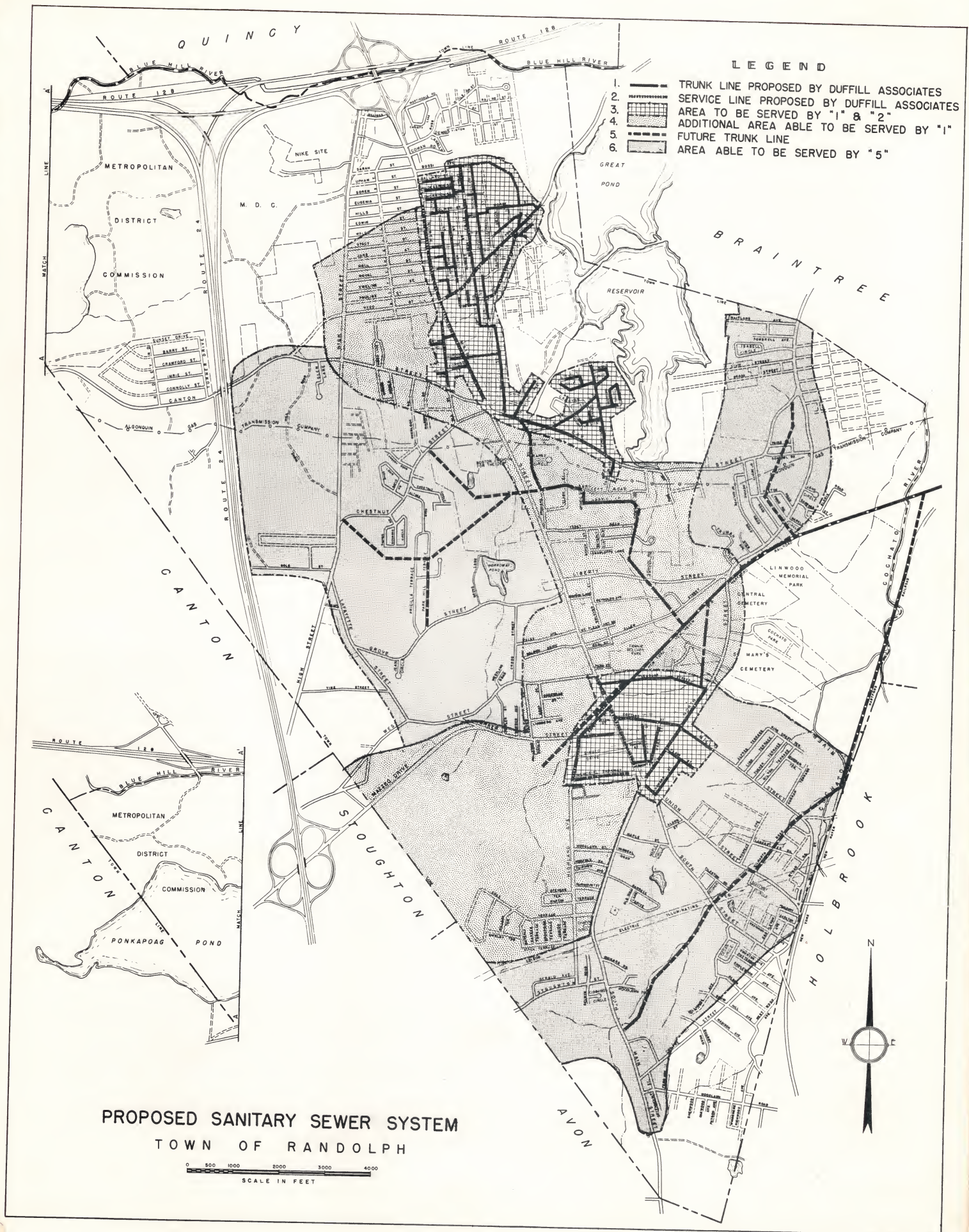
We also recommend that trunk lines be extended to service the proposed Bear Swamp and High Street industrial areas.

We suggest that the maintenance equipment needed by the Sewer Department be purchased as service is begun in 1960 so that regular maintenance does not fall behind schedule. This equipment should be stored at the Highway Department barns to favor joint departmental use and maintenance of the equipment, whenever that is practicable.

We concur in the Sewer Commission's proposal to use the Betterment Acts to defray the cost of installation as it is the fairest means of assessing town improvements which are not available to all.

WATER SUPPLY

Randolph is united with Holbrook for the supply and distribution of water. A joint Water Board administers this system each town paying one-half the costs of operation. Water is pumped from three wells in West Holbrook and from Great Pond in North Randolph. The daily supply potential of the three wells is about 1,250,000 gallons while Great Pond has an estimated 2,550,000 gallons safe yield. Braintree also uses Great Pond's supply as its major source of supply and all three towns have equal rights to this source on a "first come first served" basis.



CONSUMPTION STATISTICS FOR RANDOLPH AND HOLBROOK

NOTE: G/P = Gallons Per Day
G/P/D = Gallons Per Person Per Day

	1950		1955		1957		1958	
	G/D	G/P/D	G/D	G/P/D	G/D	G/P/D	G/D	G/P/D
Yearly Average	961,000	68.8	1,370,000	69.1	1,612,000	68.0	1,351,750	55.4
Peak Month	1,330,645	95.4	2,040,000	103.0	1,837,000	77.5	1,649,000	67.6
Peak Week	1,682,000	120.6	2,537,000	128.1	2,331,000	98.4	2,314,857	94.9
Peak Day	1,800,000	129.0	2,863,000	144.5	2,796,000	117.9	2,742,000	112.4

The yearly average consumption figures (gallons per day) indicate a steady increase in the daily water use corresponding to the continuous growth of the town, except that in 1958 daily per person usage was sharply reduced by the water shortage and resulting conservation measures taken by the Town.

Present storage facilities for the Randolph-Holbrook water system are limited to one 590,000 gallon standpipe in Holbrook and one 660,000 gallon standpipe in South Randolph. Great Pond is also a storage area although its potential is dubious because it also serves Braintree's water system.

To summarize, the average consumption of Randolph and Holbrook combined is now 1.6 million gallons per day. This requires maximum output by the available wells plus another .4 million gallons daily from Great Pond. This demand, plus Braintree's needs of at least 2 million gallons per day, exceeds the safe yield of the pond. Sustained dry periods of a week require that nearly 1.2 million gallons be drawn daily from Great Pond thus amplifying the water shortage. Therefore adequate water supply for the three towns still does not exist.

To compound the problem, the most recent well was closed because of soil conditions. However it is felt that this is a temporary situation and that the well can be considered a reliable source in the long range plan for water supply.

ESTIMATED NEEDS

Considering past consumption figures for peak months, the anticipated industrial development, and the increased water needs of new homes, it is reasonable to assume that 100 gallons per person per day will approximate future water requirements. This would result in the following estimated needs for Randolph:

Year	Daily Needs
1960	1,750,000 gallons/day
1965	2,040,000 " "
1970	2,430,000 " "
1975	2,840,000 " "
1980	3,100,000 " "
1983	3,200,000 " "
Ultimate Growth	3,460,000 " "

Storage facilities should be capable of holding one day's needs; hence future needs for storage can be directly estimated from the above table.

POSSIBLE FUTURE SOURCES

1. Braintree is currently expanding the storage capacity of Great Pond to retain more of the spring run-off. The Storm Drainage Map defines the ultimate bounds of this Five-Year Project.

2. There may be adequate water supply found within Randolph if further exploratory drilling is successful.

3. At present the Metropolitan District Commission is concerned as to whether in the future it can supply sufficient water for those towns now depending on it. Should this be resolved or should the

M.D.C. develop an economical process for conditioning sea water, the M.D.C. water system would be an additional source for Randolph.

RECOMMENDATIONS

1. We strongly recommend that Randolph continue prospecting in the Town for additional wells. Well water is the most economical means of supply and it also assures independence of operation. Prospecting should be completed before further development occurs because to avoid pollution town wells must be located over 400' from any residential buildings.
2. Randolph should maintain storage facilities (standpipes) which have a combined capacity of one day's supply currently used.
3. The Town should develop a detailed plan for water supply for the entire Town at ultimate growth. Such a plan would be used to insure that the size and location of pipes installed each year are suitable for future use.
4. We strongly recommend that Randolph expedite the installation of meters throughout the Town. Records indicate that unmetered services are consuming many more gallons per person per day than those which are metered. It is estimated that water consumption by these unmetered services would be reduced 30-40% when metered.
5. Randolph, Holbrook and Braintree should equitably allocate the amounts that each town may pump from Great Pond. Such action would be of great value in estimating individual supply capabilities in future years.

TOWN OFFICES

The Town's Municipal Center is a typical New England Town Hall of frame construction located at Crawford Square in Randolph Center. This recently renovated building is now being fully utilized by most of the Town's departmental offices. There is staff parking for 25 cars at the rear of the building and short term parking for about 6 cars by the front entrance.

With the continued growth of Town Departments it is anticipated that available office space will soon be inadequate. To alleviate this situation for a few years it is proposed that the Police Station be relocated in a new building which should logically be placed beside the Fire Department Headquarters. This action should provide enough space in the Town Hall to delay needs for a larger building for a few years.

Eventually a new Town Office with larger, more efficient offices will become necessary. An ideal location for this new building would be on the triangular parcel formed by Main, North and Short Streets and facing directly down Memorial Drive. This would provide a prominent setting befitting a municipal building, and the site is large enough for a good landscape setting and adequate parking as well.

Because the above proposal involves high land acquisition costs we suggest an alternate site; across Highland Ave. from the High School and adjacent to the proposed Memorial Drive Extension. This site is adjacent to the Town's business center and thus convenient to a majority of the residents. Such a public holding would also serve as a "buffer strip" between the industrial land to the north and the residential land to the south. This site, rather than the Main St. site has been included in the Financial Program.

Because it is structurally sound as well as of historic value, we also recommend that the present Town Office Building, Stetson Hall, be retained by the Town and used as an Administration Center for the School Department. Its front approach drive should be eliminated both to improve general appearance and to help Crawford Square traffic circulation.

FIRE PROTECTION

The Randolph Fire Department provides satisfactory coverage for the Town. The main station and headquarters is a modern brick building located on Memorial Drive in close proximity to the major business, municipal and civic center. There is also a sub-station on North Main St. which insures adequate protection for North Randolph properties. These two stations are well within the accepted distance radii of $\frac{3}{4}$ of a mile from all principal mercantile or manufacturing areas and $1\frac{1}{2}$ miles from all heavily residential sections or places of assembly.

The department now maintains an 18 man force with 4 men always on duty in addition to the Chief or Assistant Chief. Its vehicular equipment includes a 65' aerial ladder truck, a 1,000 gallon pumper, a 500 gallon pumper, two forest fire trucks, a utility truck, an ambulance, and an obsolete pumper (due for replacement in 1959). There is also the usual array of specialized equipment necessary to the operation of the department.

It is felt that this department has a sound physical plant sufficiently large to provide space for the equipment and personnel needed during the next 25 years. After the replacement of the old pumper, and possibly replacement of the 500 gallon pumper or the addition of a Chief's car, present equipment should last for another six to eight years. Present personnel strength more than meets that required by the present population of the Town (the standard being about 1 man per 1,000 population). Thus this department is now in "good shape" and should have no major needs in the immediate future. Beyond this it can be expected that normal depreciation of equipment and some departmental expansion, necessitated by the Town's growth, will demand occasional capital outlays.

In 1956 the New England Fire Insurance Rating Association conducted a survey of the fire protection capabilities of the Town. We suggest that the recommendations of their report be carried out insofar as is practicable so that the Town's property insurance rates may be substantially reduced.

POLICE PROTECTION

Randolph Police Headquarters is currently housed in the rear of the Town Hall. Its present facilities are limited and space is tight. The force now consists of a Chief and 18 men. It maintains 3 cruisers and 2 motorcycles as well as the customary smaller specialized equipment. We believe that this departmental strength is sufficient for the present population of the Town.

Because the continued expansion of all Town Departments is straining the physical capabilities of the Town Hall, it is proposed that Police Headquarters be relocated in a new building south of the Fire Station on Memorial Drive. This location would unify the Town's protection forces thus facilitating coordination with the Fire Department during times of emergency. The proposed structure should be of masonry construction and must be large enough to ultimately support the activities of a police force having about 35 men and 8 cruisers.

It can also be expected that annual equipment replacements will be required as well as periodic expansion of personnel and equipment in future years, as shown in the Capital Budget Tables.

TOWN LIBRARY

The Turner Free Library is a semi-public building governed by a Board of Trustees. Financial support is received from the Turner Trust and an annual Town appropriation. The first floor is leased by the Town Welfare Department and a practicing physician. The Library facilities occupy the second floor

where there is a Children's Room and an Adult's Room as well as the customary stacks area and Librarian's dispatching area.

During 1957 over 25,000 books were circulated, twice the 1956 circulation of 11,500 books. Library registrations also doubled during this period. This increased use of the Library is largely because of the concerted efforts of the Trustees and Librarian to stimulate interest by improving the selection available.

The Town Library, however, still is far below normal standards of use for high literacy communities. A significant deterrent to more active use of the Library is its second floor location. Therefore we recommend that the Library facilities be reorganized to use the ground floor of the building for its primary functions (i.e., reading rooms, stacks, dispatching, etc.) and the second floor for less active services. This would undoubtedly lessen the present need for a second floor fire escape.

An easy access from the improved adjacent side and rear parking areas of the Church (see Parking Section, Page 40) would encourage library use. If the side lot parking area were improved and could be reserved on weekdays for library users, the present paved drive at the entrance could be abandoned and an attractive landscape setting substituted.

Randolph now needs additional building space for its library facilities. However, in view of the Town's many other major needs (i.e. schools, roads, sewer, etc.) the Library addition will have to wait for some time. At such time as this expansion is planned, we believe that it would best be located on the north side of the existing building (see C.B.D. Map). In this manner a modern efficient structure could be constructed in harmony with the other public buildings along Memorial Drive. At the same time easy access from the expanded business district would be provided.

Not until the Central Library has been developed to a satisfactory size should additional town library stations be considered (it would be folly to spread limited funds too thin). When such stations are considered we feel that an efficient bookmobile service at the proposed neighborhood shopping centers would be far superior to the establishment of permanent branch facilities.

CEMETERIES

The Town of Randolph has three cemeteries now in active use and one cemetery which for planning purposes is considered closed. They are as follows:

Linwood Memorial Park, an 80-acre tract on North St. across from Stetson Park is for those of the Jewish faith. Because of poor topography in places, only about 60 acres will be available for development. Since this is a new cemetery there will be sufficient space for burials for many years.

St. Mary's Cemetery, located on North St. across from the Highway Department barns is for those of the Roman Catholic faith. It is a 40-acre tract of which about 15 acres is subject to flooding by the Cochato River. The remaining 25 acres are about one-third filled.

Central Cemetery, also located on North St. just north of St. Mary's Cemetery is a non-sectarian 30-acre tract which is about one-third filled.

Oakland Cemetery, at the junction of Oak St. and Orchard St. is a 1.5 acre area which is nearly full and is considered closed.

Considering the current rate of interments (about 200 per year), the anticipated rate of growth, the increase in average longevity because of advances in medicine, and the possibility of changes in interment customs, it seems reasonable to state that the present acreages owned by these cemeteries should suffice for at least one and perhaps two centuries.

REFUSE DISPOSAL

The Randolph Town Dump is located on leased land at the end of Johnson Drive, close to the Canton Town Line. It is an open-type dump which is periodically burned and covered.

We recommend that this area continue to be operated as the Town dump because it is isolated and unobtrusive, and because there is no more suitable site in the Town.

Eventually, because of continued suburban development, it may be necessary to prohibit open dumps. Therefore, we propose that the Town acquire a 20-acre tract in the Bear Swamp Industrial Zone for the future site of a Town (or perhaps Regional) Incinerator Plant.

STREET MAINTENANCE

The Randolph Highway Department maintains headquarters on North St. sharing this 15-acre town parcel with a Little League Field. Most of the Town barns are currently in good physical condition and provide sufficient space for the storage and maintenance of present equipment. One wooden structure however is fast becoming obsolete and will soon have to be abandoned.

The 7 to 8 acres available to the Highway Department is centrally located and has plenty of space for any anticipated needs. The existing masonry garage as well as the adjacent frame building has its major openings on the sheltered south side of the building, and we recommend that future buildings be planned as additions to it. The first addition, needed soon to replace the wooden structure, should be constructed on the west end after the obsolete wooden building is razed.

We also recommend that necessary equipment, such as a catch basin cleaner, a street sweeper, and a loader be purchased for use by this Department. Despite the large initial outlay, the purchase of this equipment would result in sizable long-run savings to the Town. It is further recommended that equipment replacement be scheduled at a fairly high rate in order to best maintain this Department at peak efficiency in the performance of its vital task of improving Randolph's street system.

ZONING

It is a basic premise that any community should endeavor to promote healthy growth by controlling and directing its development pattern. To this end Randolph adopted its original Zoning By-Laws in 1939. In subsequent years these By-Laws have been revised and amended as the Town has grown and its citizens have desired tighter restrictions.

Randolph's present Zoning By-Laws are quite concise and, although we favor brevity of such ordinances, we believe that they are not definitive enough to restrain the suburban expansion threatening the Town. Therefore we have recommended several amendments which will strengthen these present By-Laws. These changes will foster a growth requiring only the needs that we have recommended. Logically any less restricting proposals would allow a population density necessitating greater municipal services and additional capital outlays.

We make the following specific recommendations:

1. The Town should maintain its Zoning By-Laws and Zoning Map in current form to insure correct interpretation by the public. We suggest that the By-Laws be reproduced in mimeograph form and the map in blueprint form to allow prompt yet inexpensive revisions to either when so voted by the Town. The Zoning By-Laws should be kept up to date by the Town Clerk and similarly the Zoning Map should be kept current by the Town Engineer.

2. The Planning Board should require that any proposed zoning change be graphically presented at all relevant hearings and meetings. The preparation of such maps should be the responsibility of the petitioner and should show existing conditions, including topography, land use, streets and streams, as well as the precise change being requested.

3. The following amendments to the Zoning By-Laws (shown in bold type) should be made for the reasons stated:

- A. Section 2,B. of the present law makes reference to an obsolete map. Randolph's most recent Zoning Map is dated 1958 and has since changed. The By-Law should make reference to the most current map.

We recommend that the phrase "**Dated 1938**" be stricken from the text.

We also recommend that Sections 2,B (2) and (3) be stricken out and the following sentence substituted "**(2) Business and industrial districts shall include all land generally designated on the most current Zoning Map of the Town**".

- B. Present laws do not limit the number of families which may legally reside in a dwelling. Furthermore, residential buildings may now legally cover over two-thirds of a 12,000 sq. ft. building lot and greater amounts of larger lots. Buildings may now rise as high as engineering design will permit. Thus the law now allows any type of dwelling from modern sprawling ranch houses to three or four story walk-up tenements or even ten or fifteen story apartment buildings. It is easy to see that the potential population of the Town under present laws is now fantastically great and should be more strictly regulated to insure that municipal services will not be overburdened.

We strongly recommend that Section 3,A (1) be amended to read: (a) "The following uses are permitted in a Residential District: A private one or two familydwellinghouse; municipal, educational, religious uses, . . .".

We also recommend that the following paragraphs be added. "**Section 3A (1) (b) Limitation on coverage—In a residential district, no private dwelling house shall cover more than thirty (30) percent of the lot area.**"

Section 3,A (1) (c) Limitation on Height—In a residential district, no private dwelling house shall exceed thirty (30) feet in height above its first floor elevation".

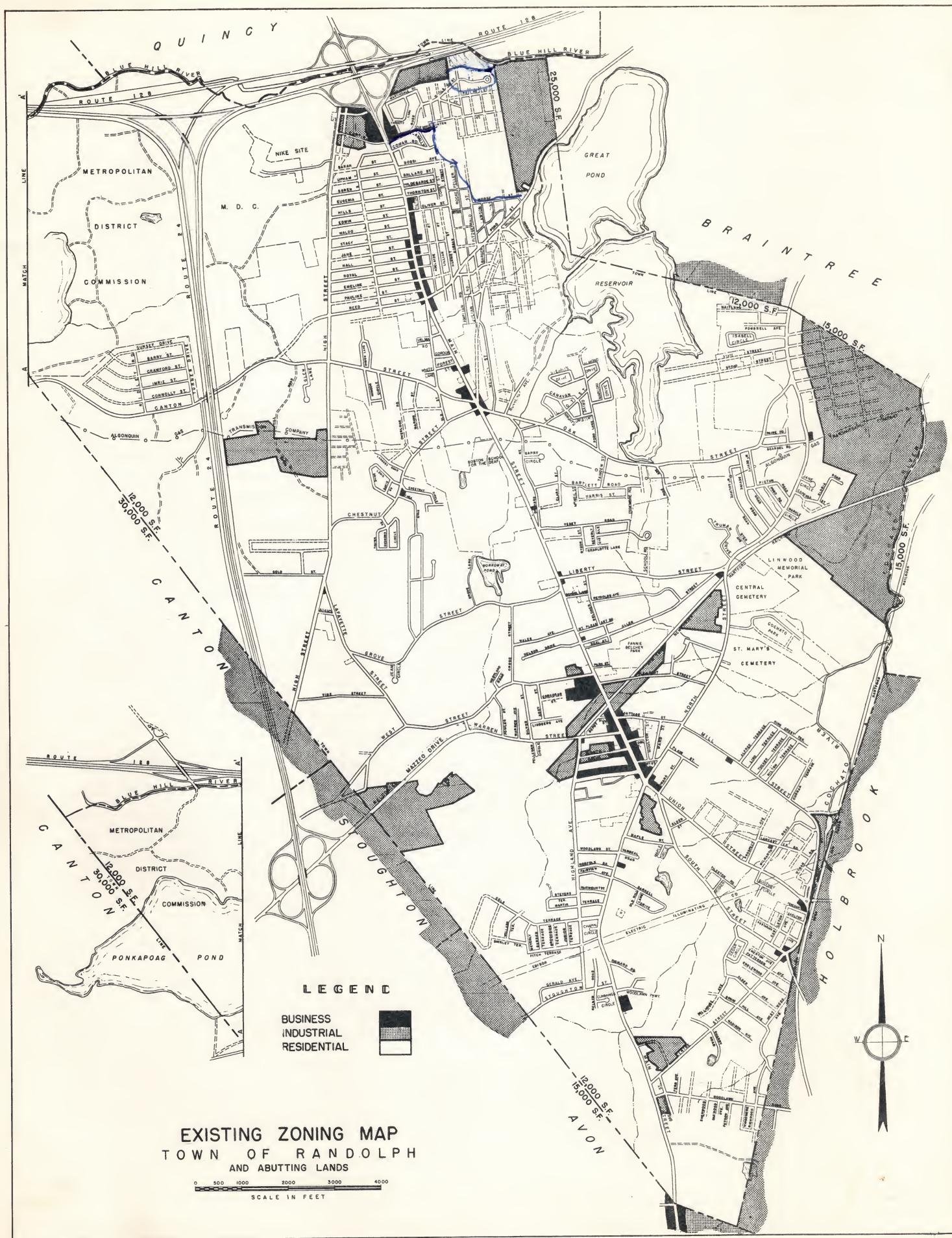
- C. The present By-Law allows the building of private dwellings anywhere in the Town. Any area proposed as a future Business or Industrial District is subject to being "carved up" for home sites and virtually ruined for its planned future use. The banning of dwellings in Business and Industrial Districts is necessary to establish and maintain a positive pattern of land use in the Town. Although this may somewhat restrict land owners in the disposition of their property, it does enable the property owner to foresee, to some extent, the best use of his land and abutting properties.

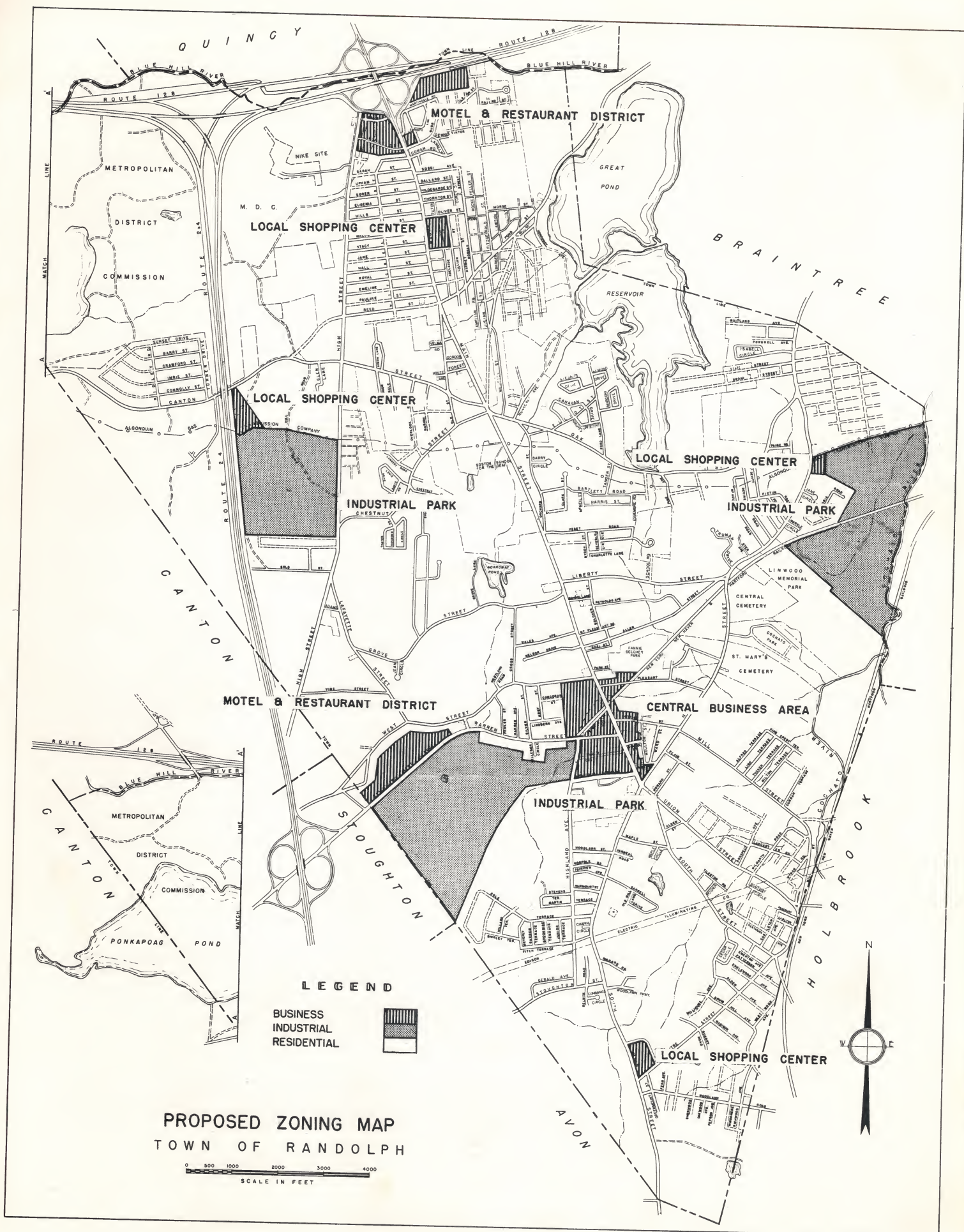
We recommend the following amendments to accomplish this purpose:

Section 3,B should be amended to read, "No building nor structure shall be erected which is designed or intended to be used as a private dwelling or for manufacturing, mechanical or other industrial use in a Business District or zone,".

Section 3,B (1) (a) should be amended to read: "Any use permitted in a Residential District or zone except as a private dwelling and,

Section 3,C should be amended to read; "No Building or structure shall be erected which is designed or intended to be used as a private dwelling or for any injurious, noxious or offensive trade or industry in an Industrial District or Zone."





- D. Most of the present building setback requirements are quite inadequate. Multi-story business or industrial buildings are permissible within 15' of the street sideline. This allows the possibility of a "streets in canyons" effect frequently found in many old New England industrial towns. Furthermore, in all districts buildings may be built within 12' of each other on the side property line and 6' of each other on the rear property line without provisions for a fire wall or fire-proofing. These potential dangers should be eliminated by the following revisions to the set-back requirements.

Section 5,B (2) should not include **Industrial Districts** and should be amended to read as follows; "In Business Districts, no building shall be erected within 15 feet and **only single story buildings shall be erected within 30 feet of the side line of any street.**"

Section 5,B (3) should be added stating the following; "In **Industrial Districts**, no building shall be erected within 50 feet of the side line of any street."

Section 5,C (1) should be amended to read; "In a Residential District, no building except a fire-proof, one-story building of accessory use shall be erected within 15 feet of a side lot line."

Section 5,C (2) should be amended to read; "In Business and Industrial Districts no building shall be erected within 15 feet of a side lot line"

Section 5,D should be amended to read; "In all districts no building shall be erected within 10 feet of any rear lot line"

- E. Many automobile accidents are precipitated by the lack of adequate sight distance at intersections, especially on busy commercial streets. Therefore it is desirable to require more visibility at such intersections.

Section 5,F should be amended to read; "In **All Districts** no building, fence or any other thing which shall obstruct the view shall be permitted . . ."

4. To facilitate the many features of the Master Plan and to encourage a positive pattern of land use, several of the present zoned areas should be changed. These alterations generally include the creation of two large industrial areas, the enlargement of the Randolph Center Business District, the establishment of four small neighborhood shopping areas and three transient business zones and the conversion of many business and industrial zones, both used and unused, to residential use. Existing establishments would still be allowed to function as nonconforming uses under Section 4 of the present by-laws. By comparing the accompanying maps on pages 54 & 55 these exact changes can readily be seen.

FINANCIAL PROGRAM

WILLIAM STANLEY PARKER - CONSULTANT

INTRODUCTION

In the preceding sections this Report has outlined a program for the physical development of Randolph in the foreseeable future. The rapidity of development will depend on the Town's ability to pay the cost. The order in which the development is carried out will depend on the relative urgency of the various projects.

"LONG TERM"

What is needed then is a long-term financial program by which to initiate the long-term physical improvement program. The phrase "long-term" is a relative one. In terms of physical development it may mean a period of fifty years. In terms of an understandable financial program it is well to think of a period of not more than six years.

Programming involves the presentation of a reasonable background period of years. For Randolph, due to a recent readjustment of valuations, six years appear to cover an adequate period, the years 1954-1959 inclusive, the figures for 1959 being necessarily the budget as voted. For the six years of the Program, the figures for 1960 represent a suggested budget for consideration at the Annual Town Meeting. The additional five years, 1961-65, represent comparable figures assuming the adoption of the Capital Outlay program shown on Table 8 and Table C. Any such program can only be expert guessing about the future as to trends in valuations, in population, in general economic conditions. The added five years are forecast merely as additional evidence by which to guide the current budget decisions. Only the proposals for 1960 are to be voted on.

ANNUAL REVISIONS

A program of this cost, to be really of value, should be a part of the budget procedure each year. The future years will normally be subject to some revision in subsequent programs. Thus the Community will always have in view a six year program which is being constantly brought into harmony with developing needs and financial ability.

THE TABULATIONS

Table A, Parts 1 and 2, constitutes a summary of all the elements of income and expenditures, given in more detail on the following Tables A-1 to A-7 inclusive. Table A, Part 1, shows income and operating expenses followed by the amounts needed for Capital Outlays as indicated in detail on Table C and Table A-8.

Operating Expenses are estimated on Tables 5, 6, and 7, based on existing physical facilities. If the suggested Capital Outlay Program is adopted, there will develop additional operating expenditures, for running of new schools, and new debt service for the proposed new bond issues. These are shown on Table A, Part 2, together with the net amount which the tax levy must produce for the outlays. These three items added together show the total annual expenses which must be added to current Operating Expense if the program is to be carried out, as shown in the right hand column of Table A, Part 1.

Table A-1 shows the total which must be secured from the Tax Levies if the proposed Program is to be accomplished. When figuring tax rates it is necessary to add an amount equal to the amount of Anticipated Abatements. This is estimated at \$75,000.

CONCLUSION

The following Financial Program is necessary to overcome Randolph's lag in public services. When evaluating this program it should be kept in mind that about \$30,000 in expenditures will raise the tax rate \$1.00. While the first reaction of the taxpayer will probably be to reduce this program, careful examination of individual items proposed will reveal that each is needed. This program is justified on the following grounds;

1. Future departmental equipment needs, revenues and operating expenses are the best reasonable estimates by the consultants formulated in close cooperation with the town officials concerned.
2. New schools are the one major item of expense. These facilities are badly needed and to delay construction is to continue "double sessions" as well as to pay more when the school is ultimately built.
3. The proposals for recreation would provide all the land necessary for a good recreation program as well as fully equipping all existing school sites at a cost of but \$1.00 on the tax rate during each of the next 6 years.
4. The Highway Program is primarily the programming of Chapter 90 funds now available to the Town annually. Also shown is an annual appropriation for the much needed improvement to Randolph's street system.

TABLE A GRAND SUMMARY (PART 1)

YEAR	INCOME					OPERATING EXPENSES				BALANCE ADJUSTMENTS			
	TAXES A-1	STATE COLLECTED REVENUE A-2	DEPT. OPER. & MISC. RECEIPTS A-3	FED. & STATE GRANTS A-4	TOTAL	DEBT SERVICE A-5	STATE & COUNTY TAXES A-6	DEPT. OPERATING EXPENSES A-7	TOTAL	BALANCE INC. OVER EXPENSES	CARRY OVERS FROM PREV. YEARS	APPROPRIA- TION FROM SURPLUS & AVAIL. FUNDS	AVAIL. FOR CAP. OUTLAYS
1954	984,988	111,034	100,013	446,156	1,616,068	139,536	37,550	1,307,085	1,484,171	131,897	289,833	1,446	423,176
1955	1,174,235	138,095	108,108	384,338	1,804,776	142,042	48,652	1,515,416	1,706,110	98,666	46,491	22,000	167,157
1956	1,377,758	82,044	115,077	513,161	2,088,040	145,676	41,446	1,764,882	1,952,004	136,036	239,667	63,445	439,148
1957	1,566,537	88,277	131,110	588,856	2,374,780	149,556	40,031	2,033,657	2,223,844	150,936	97,384	91,880	340,200
1958	1,757,221	56,849	114,292	638,944	2,567,306	209,951	77,605	2,294,897	2,378,857	206,698	807,806	118,066	1,132,570
Voted 1959	2,098,398	45,330	156,175	493,227	2,793,130	279,115	80,098	2,471,027	2,830,240	- 37,110		141,718	104,608
Pro- posed 1960	2,596,145	45,330	124,600	493,227	3,259,302	268,002	81,000	2,682,400	3,031,402	227,900			227,900
1961	3,063,428	45,330	134,600	493,227	3,736,585	257,985	81,000	2,930,100	3,269,085	467,500			467,500
1962	3,612,388	45,330	144,600	493,227	4,295,545	248,055	81,000	3,207,800	3,536,855	758,690			758,690
1963	3,838,278	45,330	154,600	493,227	4,531,435	243,235	81,000	3,524,000	3,848,235	683,200			683,200
1964	4,363,868	45,330	164,600	493,227	5,067,025	238,415	81,000	3,882,700	4,202,115	864,910			864,910
1965	5,282,758	45,330	174,600	493,227	5,995,915	233,595	81,000	4,289,000	4,603,595	892,320			892,320

TABLE A GRAND SUMMARY (PART 2)

YEAR	CAPITAL OUTLAY PROGRAM								TOTAL CAPITAL OUTLAYS
	NET. BAL. FOR CAP. OUTLAYS	TOTAL FINANCING COST	NEW OPERATING EXPENSES	NEW DEBT SERVICE	TO BE FINANCED FROM				
					TAX LEVY	CHAP. 90 GRANTS ST. & CITY	SCHOOL GRANTS* *NEW GRANTS	NEW BOND ISSUES	
1954*	423,176				277,575	9,334		15,000	301,909
1955	167,157				96,079	13,505			109,584
1956	439,148				465,845				465,845
1957	340,200				747,199			900,000	152,801
1958	1,132,570				550,941	17,908		1,000,000	466,967
Voted 1959	104,608	104,200			104,200	16,500		11,000	131,700
Proposed 1960	227,900	227,900		69,400	158,500	13,500		1,860,000	2,032,000
1961	467,500	467,500	200,000	204,000	63,500	13,500	30,000	840,000	947,000
1962	758,690	758,690	350,000	245,690	163,000	15,000	51,000	75,000	304,000
1963	683,200	683,200	350,000	304,200	29,000	15,000	51,000	1,400,000	1,495,000
1964	864,910	864,910	500,000	368,910	4,000	15,000	86,000		97,000
1965	892,320	892,320	500,000	360,820	31,500	15,000	86,000		132,500

TABLE A-1 TAXES

YEAR	REAL AND PERSONAL PROPERTY*	POLL	MOTOR VEHICLE EXCISE	TAX TITLE REDEMPTION & SALE& OTHER	TOTAL
1954	\$82,901	6,177	94,106	1,804	984,988
1955	1,022,149	6,432	128,291	17,363	1,174,235
1956	1,231,410	7,206	133,515	5,627	1,377,758
1957	1,382,083	7,592	165,723	11,139	1,566,537
1958	1,544,614	8,182	195,531	8,874	1,757,221
Voted 1959	1,878,630	9,768	210,000		2,098,398
Proposed 1960	2,376,145	10,000	210,000		2,596,145
1961	2,843,428	10,000	210,000		3,063,428
1962	3,392,388	10,000	210,000		3,612,388
1963	3,618,278	10,000	210,000		3,838,278
1964	4,143,868	10,000	210,000		4,363,868
1965	5,062,758	10,000	210,000		5,282,758

TABLE A-2 STATE COLLECTED REVENUE	
1970	1971
1972	1973
1974	1975
1976	1977
1978	1979
1980	1981
1982	1983
1984	1985
1986	1987
1988	1989
1990	1991
1992	1993
1994	1995
1996	1997
1998	1999
2000	2001
2002	2003
2004	2005
2006	2007
2008	2009
2010	2011
2012	2013
2014	2015
2016	2017
2018	2019
2020	2021
2022	2023
2024	2025
2026	2027
2028	2029
2030	2031
2032	2033
2034	2035
2036	2037
2038	2039
2040	2041
2042	2043
2044	2045
2046	2047
2048	2049
2050	2051
2052	2053
2054	2055
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2060	2061
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2064	2065
2066	2067
2068	2069
2070	2071
2072	2073
2074	2075
2076	2077
2078	2079
2080	2081
2082	2083
2084	2085
2086	2087
2088	2089
2090	2091
2092	2093
2094	2095
2096	2097
2098	2099
2100	2101
2102	2103
2104	2105
2106	2107
2108	2109
2110	2111
2112	2113
2114	2115
2116	2117
2118	2119
2120	2121
2122	2123
2124	2125
2126	2127
2128	2129
2130	2131
2132	2133
2134	2135
2136	2137
2138	2139
2140	2141
2142	2143
2144	2145
2146	2147
2148	2149
2150	2151
2152	2153
2154	2155
2156	2157
2158	2159
2160	2161
2162	2163
2164	2165
2166	2167
2168	2169
2170	2171
2172	2173
2174	2175
2176	2177
2178	2179
2180	2181
2182	2183
2184	2185
2186	2187
2188	2189
2190	2191
2192	2193
2194	2195
2196	2197
2198	2199
2200	2201
2202	2203
2204	2205
2206	2207
2208	2209
2210	2211
2212	2213
2214	2215
2216	2217
2218	2219
2220	2221
2222	2223
2224	2225
2226	2227
2228	2229
2230	2231
2232	2233
2234	2235
2236	2237
2238	2239
2240	2241
2242	2243
2244	2245
2246	2247
2248	2249
2250	2251
2252	2253
2254	2255
2256	2257
2258	2259
2260	2261
2262	2263
2264	2265
2266	2267
2268	2269

[illegible]

TABLE A-7 DEPARTMENT OPERATING EXPENDITURES													
YEAR	GENERAL GOV'T	PROTECTION			HEALTH	PUBLIC WORKS			GENERAL WELFARE & ADM.	WELFARE			VETERANS BENEFITS
		POLICE	FIRE, INC. AMBULANCE	OTHER		SEWER & DRAINS	HIGHWAYS ADM. ETC. CHAP. 90 MAINT. CHAP. 715	SNOW & ICE		O.A.A.	A.D.O.	DISABILITY ASSISTANCE	
1954	60,729	57,090	49,476	12,606	38,501		55,253	20,000	34,996	154,381	10,180	8,528	41,418
1955	69,793	77,513	66,247	16,318	50,242		114,020	9,990	222,987				45,566
1956	93,697	85,733	76,166	17,290	57,206	17,205	99,306	52,313	123,840	87,991	8,532	4,850	47,370
1957	98,384	96,318	91,024	20,225	62,372	32,000	148,920	11,976	34,469	184,648	21,841	10,170	55,553
1958	124,967	105,981	102,507	20,706	65,237	21,067	162,704	25,224	32,012	185,128	26,807	11,796	63,805
Voted 1959	105,364	132,571	125,397	21,110	68,428	9,040	120,671	12,000	32,000	186,000	27,000	12,000	65,096
Proposed 1960	110,000	139,000	132,000	22,000	72,000	9,500	120,000	12,000	32,000	186,000	27,000	12,000	65,000
1961	116,000	146,000	138,000	23,000	75,500	10,000	126,000	12,000	32,000	186,000	27,000	12,000	65,000
1962	122,000	153,000	145,000	24,000	79,000	10,500	132,000	12,000	32,000	186,000	27,000	12,000	65,000
1963	128,000	161,000	152,000	25,000	83,000	11,000	138,000	12,000	32,000	186,000	27,000	12,000	65,000
1964	135,000	169,000	160,000	26,000	87,000	11,500	145,000	12,000	32,000	186,000	27,000	12,000	65,000
1965	142,000	178,000	168,000	27,000	91,000	12,000	152,000	12,000	32,000	186,000	27,000	12,000	65,000

TABLE A-7 (CONTINUED)													
YEAR	EDUCATION	SCHOOL BLDG. MAINT.	LIBRARY	WATER	CONTRIBUTORY RETIREMENT	STREET LIGHTS	INSURANCE	PENSIONS	REFUNDS	UNCLASSIFIED	RESERVE FUND	TOTAL	
1954	582,505		2,996	59,356	18,729	23,000	19,522	5,526	31,846	20,447		1,307,085	
1955	661,377		2,999	64,603	12,621	27,107	16,274	9,941	30,714	17,104		1,515,416	
1956	793,255		3,226	77,048	10,082	30,361	22,792	7,349	36,652	12,618		1,764,882	
1957	807,479	103,767	9,842	103,405	14,416	37,253	26,462	7,790	32,736	22,607		2,033,657	
1958	967,718	119,297	18,266	83,036	15,381	39,754	22,161	9,636	50,005	21,702		2,294,897	
Voted 1959	1,161,644	132,035	22,400	90,290	22,675	50,000	33,700	9,636		16,970	15,000	2,471,027	
Proposed 1960	1,336,000	138,000	25,000	95,000	23,000	51,000	33,900	12,000		15,000	15,000	2,682,400	
1961	1,536,000	145,000	27,500	100,000	23,000	52,000	34,100	14,000		15,000	15,000	2,930,100	
1962	1,766,000	152,000	30,000	105,000	23,000	53,000	34,300	15,000		15,000	15,000	3,207,800	
1963	2,031,000	160,000	33,000	110,000	23,000	54,500	34,500	16,000		15,000	15,000	3,524,000	
1964	2,336,000	168,000	36,000	115,000	23,000	55,500	34,700	17,000		15,000	15,000	3,882,700	
1965	2,686,000	176,000	40,000	120,000	23,000	57,000	35,000	18,000		15,000	15,000	4,289,000	

TABLE A-8 CAPITAL OUTLAYS (BY DEPARTMENT)													
YEAR	GENERAL	POLICE & FIRE	HIGHWAYS					EDUCATION	WATER WELLS ETC.	PARKING	RECREATION	PLAYGROUND EQUIPMENT	TOTAL
			SIDEWALKS	CHAP. 90	MISC.	SEWERS & DRAINS	EQUIP'T						
1954			66,659	13,156	15,427			172,345	34,322				301,909
1955		14,890	4,500	19,118	10,721	14,717		15,493	30,145				109,584
1956	14,420	72,495	7,221	20,092	76,022	184,798		62,093	28,104				465,845
1957		13,263	8,402	2,634	15,902			86,830	25,170				152,801
1958	1,288	7,635		23,344	62,102	296,825		604,693	69,775			6,000	466,967
Voted 1959		22,000	15,300	14,000	18,600	24,800		3,500	33,500				131,700
Proposed 1960	15,000	2,000			38,000	508,000	10,500	135,000	52,500		17,000	3,500	781,500
1961		6,000			20,000		14,000	2,447,500		16,000	32,500	4,000	2,540,000
1962		97,000			20,000	33,000	18,000	5,000	50,000	16,000	39,000		278,000
1963		6,000			30,000		4,000	75,000		21,000	30,000	5,000	171,000
1964		2,000			30,000		12,000	1,405,000	2,500	16,000	30,500		1,498,000
1965	25,000	13,000			30,000		12,000	10,000			28,500		118,500

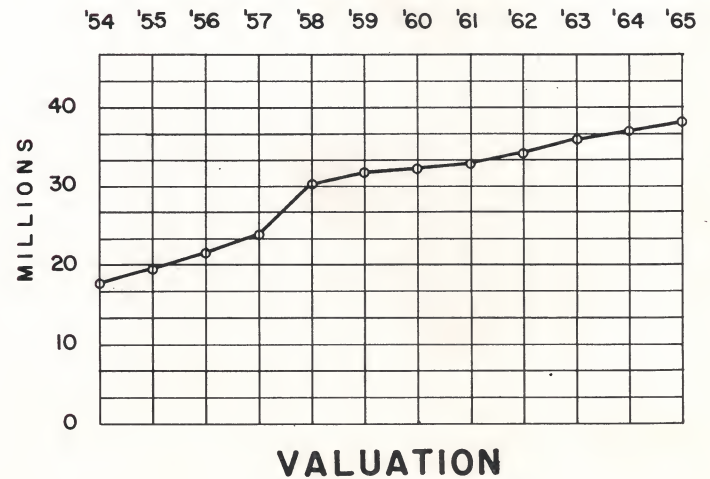
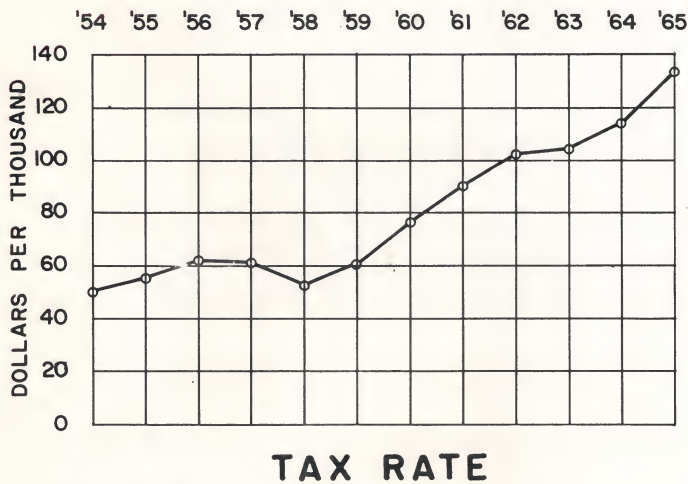
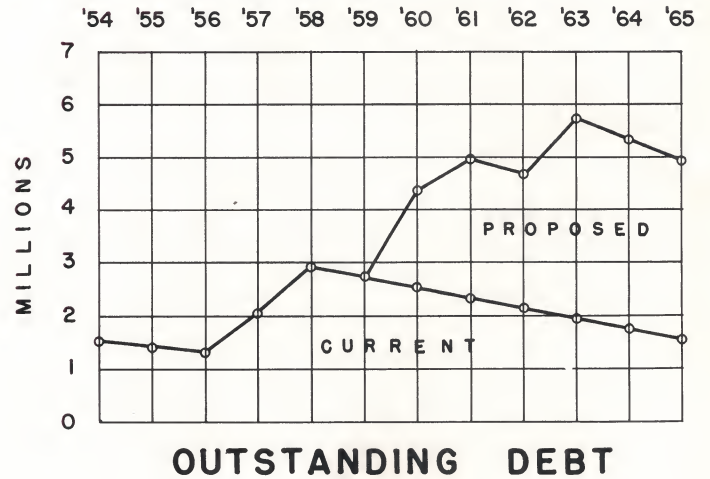
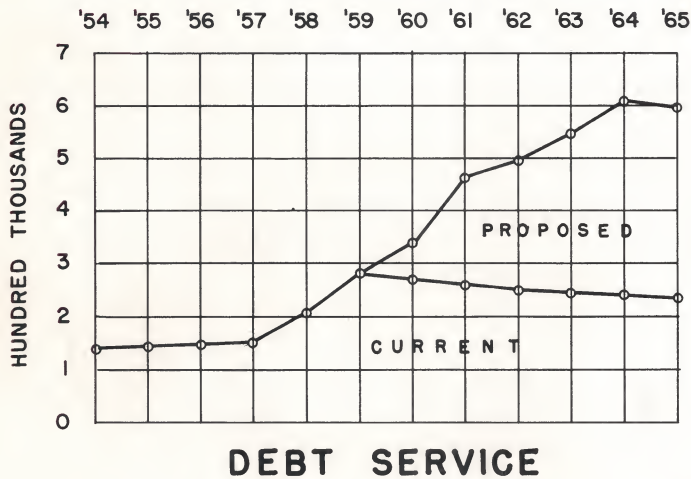
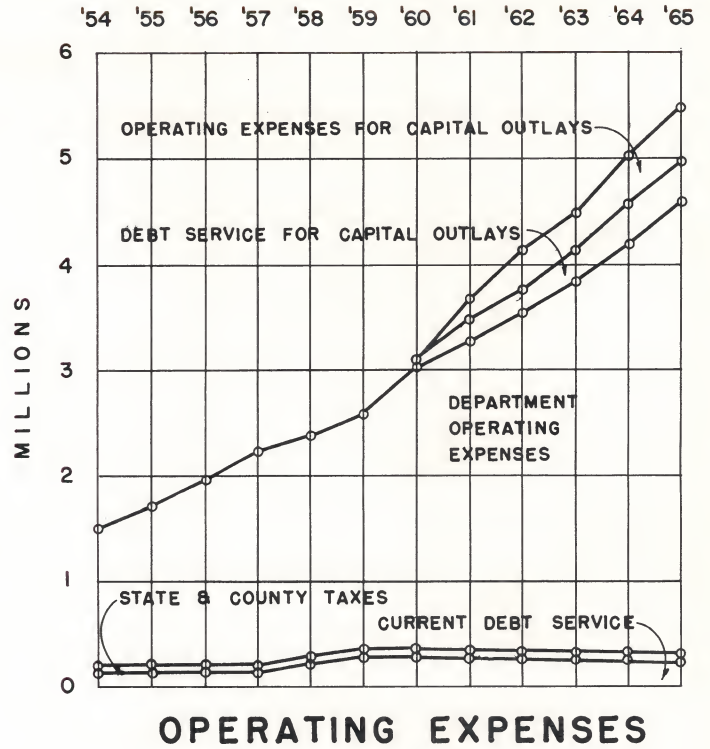
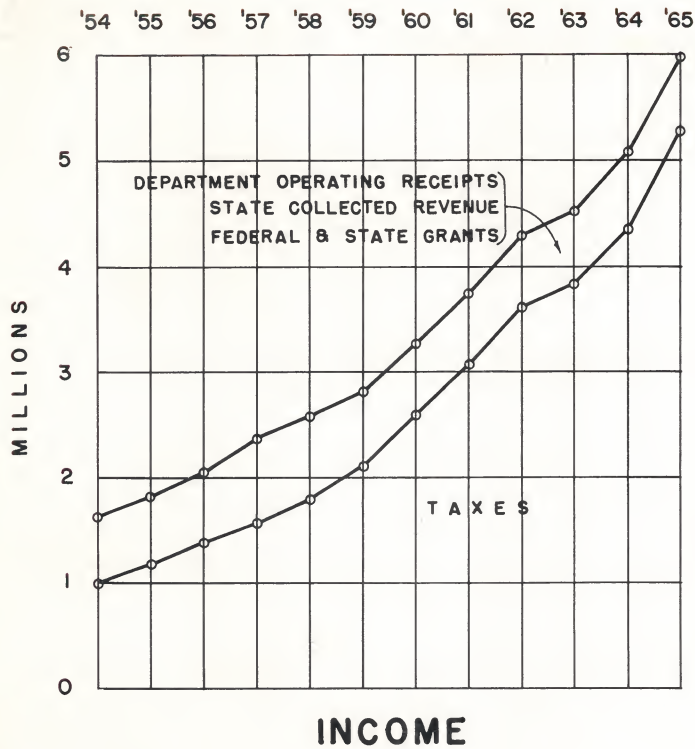
TABLE B MISCELLANEOUS STATISTICS										
YEAR	VALUATIONS			TAX RATES	POPULATION	ON PER CAPITA BASIS				
	REAL PROPERTY	PERSONAL PROPERTY	TOTAL			VALUATIONS	OPERATING EXPENSES	FINANCING CAP. OUTLAYS	TOTAL ANN. EXPENSES	OUTSTANDING DEBT
1954	16,589,350	1,094,700	17,684,050	50.00						
1955	18,242,690	1,236,250	19,478,940	55.00	13,539	1,439	126	22	133	104
1956	20,067,130	1,303,550	21,370,680	62.00						
1957	22,353,930	1,445,750	23,799,680	61.20						
1958	28,398,580	1,610,500	30,009,080	53.50						
Voted 1959	29,893,100	1,680,500	31,573,600	59.50						
Proposed 1960	30,300,000	1,700,000	32,000,000	76.60	17,500	1,800	173	13	186	249
1961	30,797,000	1,703,000	32,500,000	89.80						
1962	32,292,000	1,708,000	34,000,000	101.98						
1963	33,787,000	1,713,000	35,500,000	104.04						
1964	35,282,000	1,718,000	37,000,000	114.00						
1965	36,777,000	1,723,000	38,500,000	133.45	20,400	1,887	226	44	294	241

TABLE C
TOWN OF RANDOLPH
SCHEDULE OF CAPITAL OUTLAYS

Departmental Needs		'60	'61	'62	'63	'64	'65	Remarks
Police	- New Headquarters	\$	\$	\$75,000.	\$	\$	\$	10-yr. Bond Issue @ 4%
	Trade in Cruiser	2,000.	2,000.	2,000.	2,000.	2,000.	2,000.	
Fire	New Cruiser				3,000.			
	Trade in Motorcycle		1,000.	20,000.	1,000.		1,000.	
	- Pumper						10,000.	
	Ambulance							
Water	Chief's Car		3,000.					
	- 2½ Ton Pickup	2,500.				2,500.		
Sewer	New Standpipe, New Wells, etc.	160,000						10-yr. Bond Issue @ 4%
	- Pickup Truck	3,000.						
	Line Cleaning Equip.	1,000.						
	3/4 cu. yd. Backhoe			25,000.				10-yr. Bond Issue @ 4%
	Compressor (105)	4,000.						
Highway	New Construction	500,000.						Fed. Loan Notes @ 3%
	- Trade in Truck		4,000.	4,000.	4,000.	4,000.		
	4 cu. yd. Street Sweeper			14,000.				
	Truck/CB Cleaner & Plow							
Parks	Trade in Pickup Truck	2,500.					12,000.	
	Loader							
	Town Barn		10,000.					
	Storm Drainage Study	8,000.						
Library	- New Pickup Truck	2,500.						
	Truck				5,000.			
	Equipment	1,000.						
Town Office	Mist Blow Sprayer		4,000.					
	- Site Improvements				5,000.			
Schools	- Site Building	15,000.						
	- Field House & Garage			5,000.			25,000.	\$500,000. Future
	No. Jr. High Site	3,000.						(20-yr. Bond Issue @ 4%)
	Bldg. & Dev.	1,200,000						(50% State Aid)
	East Jr. High Site	10,000.						(20-yr. Bond Issue @ 4%)
	Bldg. & Dev.			75,000.	1,400,000.			(50% State Aid)
	West Elementary Site	7,500.						(20-yr. Bond Issue @ 4%)
Center	Bldg. & Dev.	50,000.	840,000.					(50% State Aid)
	So. Elementary Site		7,500.			5,000.		
	Center Elementary Site						10,000.	
Center	Junior High Site							

Departmental Needs

	'60	'61	'62	'63	'64	'65	Remarks
Recreation							
Willard Terrace Site			1,500.				
McNeil School Dev.		6,500.					
Stetson School Dev.		6,500.					
No. St. L. L. Field Dev.						2,500.	
Nelson Drive Site						5,000.	
West Street Site			3,000.				
Tower Hill School Dev.	3,500.						
Belcher School Dev.		6,500.					
Lyons School Dev.		13,000.					
Scannel Road Site			3,000.				
Irving Road Site			3,000.				
Devine School Site	2,000.						
Devine School Dev.	11,500.						
Belcher Park Dev.							
High St. L. L. Field Dev.					5,000.		
Senior High Field Dev.			10,000.		2,000.		
So. Elementary Dev.			3,500.				
No. Elementary Dev.			15,000.		3,500.		
So. Randolph Res. Site				10,000.			
Noroway Brk. Res. Site				20,000.	20,000.	20,000.	
Highways							
Highland, Depot St. Improve.	18,000.						Ch. 90 Const.
Canton St. (Town line to							
Reed St.)		18,000.	20,000.	20,000.	20,000.	20,000.	Ch. 90 Const.
Oak Street							Ch. 90 Const. 100,000 Future
High/Lafayette Sts.							\$350,000. Future
Reed St.				10,000.			\$ 30,000. Future
Essemble Road	18,000.						
Main/Warren St. Int.							
Main/Vesey Rd. Int.					10,000.	10,000.	
Median Strips							
Parking, Unit II		16,000.					
Parking, Papp Block		9,000.	16,000.				
Misc. Street Improvements	7,000.	9,000.	9,000.	15,000.	15,000.	15,000.	



**A MASTER PLAN
FOR THE
TOWN OF RANDOLPH
MASSACHUSETTS**

for the
RANDOLPH PLANNING BOARD
LEO T. O'NEILL, CHAIRMAN
MARNOLD TAGRIN, CLERK
MICHAEL DIAUTO, MEMBER
ROBERT HOWE, MEMBER
ROGER NILES, MEMBER
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